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COVER SHEET INFORMATION

Date: August 1, 2016

IN RE: THE MATTER OF CITY PLAN COMMISSION/
ARCHITECTURAL REVIEW BOARD MEETING
CITY OF CLAYTON, MISSOURI

1 IN THE CITY OF CLAYTON

2 STATE OF MISSOURI

3
4 IN RE: THE MATTER OF CITY PLAN COMMISSION/
5 ARCHITECTURAL REVIEW BOARD MEETING
6 August 1, 2016
7

8 BE IT REMEMBERED that the above-entitled
9 matter came on for a hearing at Clayton City Hall,
10 Second Floor Council Chambers, 10 North Bemiston
11 Avenue, in the City of Clayton, State of Missouri, on
12 the 1st day of August, A.D., 2016, commencing at the
13 hour of 5:30 in the evening of that day, said hearing
14 having been called by the City of Clayton City Plan
15 Commission/Architectural Review Board, pursuant to the
16 issuance of due notice to all parties in interest, and
17 the following is a transcript of all proceedings held
18 during the course of that hearing.
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1
2 APPEARANCES:

3 Steve Lichtenfeld - Chairman

4 Sherry Eisenberg - Member

5 Ron Reim - Member

6 Scott Wilson - Member

7 Josh Corson - Member

8 Joanne Boulton - Alderman Representative

9 Louis Clayton - City Planner

10 Susan Istenes - Planning Director

11 Kevin O'Keefe - City Attorney

12 Craig Owens - City Manager

13 Kathy Scott - Planning Technician

14
15 For the Property at 7454, 7510, 7518, 7520, 7528, 7600,
16 7606, 7630, 7632, 7636 and 7642 Forsyth Boulevard; 12,
17 14, 20 and portion of 106 South Hanley Road, 10 South
18 Lyle Avenue; 101 and 105 Carondelet Plaza; 7711 and
19 7733 Carondelet Avenue and adjacent proposed vacated
20 rights-of-way.

21
22 Bill Reichmuth- Vice President, Facilities and Real
23 Estate, Centene Corporation

24 Robert Clark - CEO, Clayco

25 Fred Berger - Attorney, RiezmanBerger

1 THE CHAIRMAN: Good evening, everyone.
2 We'd like to get started with the Planning Commission
3 ARB meeting. We have an overflow crowd tonight. We
4 would respectfully request that those who do not have a
5 seat in the council chambers, we will leave the doors
6 open, so that you can hear and hopefully see, but we
7 are also videotaping the evening's activities and they
8 will be shown on the City website for anyone.

9 We -- this meeting was advertised in the
10 council chambers. It was unable to be relocated.
11 However, in the future, we will do our best to look for
12 a larger venue.

13 So with that in mind, before we get
14 started, there are a few rules that we need to go over.
15 Of course, we welcome everyone. We certainly
16 appreciate everyone's interest and attendance.

17 If you have any mobile device at all,
18 please silence it. If you have to use it, please exit
19 the chambers. Secondly, we cannot have ongoing
20 conversations and I would request that the Clayton
21 Police Department ask everyone to be quiet.

22 Let me address everyone out in the foyer.
23 Hopefully, you can hear me. We would like you to be
24 able to hear what goes on but that will require
25 everyone in the foyer to stop their conversations. We

1 respectfully request that. If we can keep it quiet,
2 we'll continue. As I said, we do have a court reporter
3 and we are videotaping the proceedings tonight. They
4 will be shown on the Clayton website, so look for them
5 in the near future.

6 When we get to the public hearing, the
7 applicant, of course, will be speaking. We will allow
8 the public to make comments. We will cap each
9 individual's comments to three minutes.

10 We ask that you do not be redundant and
11 we -- attempt to cut any repetition at that time. Our
12 intention is to stop the meeting no later than 9:00
13 tonight. We will probably continue it to another date,
14 to be determined and we will not be reading any or all
15 of the staff reports in their entirety. They have been
16 posted and they will be summarized.

17 One other thing we would like to request
18 is communications on the day of a meeting, we would
19 like them to be sent prior to noon. It is very, very
20 hard to read and get the information out to all of the
21 members late in the day.

22 Then one other thing I would like to do.
23 In the past week, we have had a resignation from the
24 Planning Commission Board. The Board of Aldermen has
25 voted in Scott Wilson to be a new member on the

1 Planning Commission, so we welcome you, Scott for your
2 return engagement.

3 With that, Kathy?

4 MS. SCOTT: Chairman Steve Lichtenfeld?

5 THE CHAIRMAN: Here.

6 MS. SCOTT: Craig Owens?

7 MR. OWENS: Here.

8 MS. SCOTT: Joanne Boulton?

9 MS. BOULTON: Here.

10 MS. SCOTT: Ron Reim?

11 MR. REIM: Here.

12 MS. SCOTT: Josh Corson?

13 MR. CORSON: Here.

14 MS. SCOTT: William Liebermann? Scott
15 Wilson?

16 MR. WILSON: Here.

17 THE CHAIRMAN: Thank you. We have the
18 minutes from the previous meeting on July 18th. Are
19 there any changes, corrections?

20 MS. BOULTON: I submitted my minutes,
21 which you saw.

22 THE CHAIRMAN: They're already taken care
23 of, okay? Do we have a motion?

24 MS. BOULTON: I move that we accept the
25 minutes from the last meeting.

1 MR. CORSON: Seconded.

2 THE CHAIRMAN: All in favor?

3 MR. REIM: Aye.

4 THE CHAIRMAN: Aye.

5 MR. WILSON: Aye.

6 MR. CORSON: Aye.

7 MR. CHAIRMAN: Opposed? Thank you.

8 Before we get started, I would like one other note to
9 go down, that is an extremely large and important
10 project for the City of Clayton.

11 It will set the tone for much of the
12 future of our city, for the citizens, for the business
13 community, for the school district and all entities
14 that are within our city limits.

15 So we want to give a full and impartial
16 hearing to the applicant, so we can be able to discuss
17 it, hear all of the public comments and make sure that
18 the project, that when it goes forward, will be the
19 right one for the entire city.

20 The second part of that is I think we need
21 to commend the professional staff for their complete
22 review and very comprehensive staff reports that we all
23 have. You can read them all online or if you have a
24 printed copy. So with that, we thank you very much and
25 we will look forward to getting started with the public

1 hearing. As everyone knows, this is a public hearing.
2 We will open it. We will proceed then with the staff
3 report, followed by the applicant and then followed by
4 public input and discussion by the board members.

5 The board will have the opportunity to
6 interact with the applicant, if questions or comments
7 come up, but the public will wait until the applicant
8 is finished and then the public will address all of
9 their comments to the Planning Commission members.

10 So we do have the public hearing and do we
11 have a motion to open it?

12 MR. CORSON: I am going to recuse myself.

13 THE CHAIRMAN: Okay. Kathy, did you get
14 that?

15 MS. SCOTT: Yes, thank you.

16 THE CHAIRMAN: Thank you.

17 MS. BOULTON: I'd like to make a motion
18 that we open the public hearing for the Centene
19 project.

20 THE CHAIRMAN: Is there a second?

21 MR. WILSON: Second.

22 THE CHAIRMAN: All in favor?

23 MR. WILSON: Aye.

24 THE CHAIRMAN: Aye.

25 MS. BOULTON: Aye.

1 MR. REIM: Aye.

2 MR. OWENS: Aye.

3 THE CHAIRMAN: Opposed?

4 Susan?

5 MS. ISTENES: Good evening, Mr. Chairman.
6 I'd like to introduce myself. I'm Susan Istenes. I'm
7 the Planning Director for the City of Clayton and I'd
8 like to introduce Louis Clayton, who is the project
9 manager on this project. He is also our Planner, the
10 City Planner.

11 And I appreciate your comments about
12 wanting to give a thorough and well informed process
13 and time for this board to make their decisions. We
14 too have kept that in mind as we drafted these staff
15 reports and we appreciate the compliment on the content
16 of the staff report.

17 This is a very large and informed project
18 for the City and we take that very seriously. We want
19 to be very thorough in our examination and providing
20 our professional recommendation and advice to this
21 board as well, as well as invite the public engagement,
22 as that is also a very important piece of this process
23 too. So I just want to reiterate to this board and to
24 the public, we take that very seriously. Thank you for
25 mentioning that. On your agenda tonight, you've got

1 many items. The first item is listed under public
2 hearing for item A. You have already opened the public
3 hearing. This is a rezoning request to SDD or Special
4 Development District.

5 Also, you will notice under new business,
6 you have items A, B, C and D. These are not required
7 public hearings. They are a consideration of the
8 applications for subdistricts. Those will not be under
9 consideration tonight.

10 Tonight you will only be considering the
11 rezoning to SDD. We discussed that with the applicant,
12 they understand that. I believe the applicant will be
13 giving you an overview of those subdistricts, as far as
14 their presentation, but our main focus tonight will be
15 on the SDD.

16 So with that, I am going to give some
17 brief background now on the project and then I am going
18 to summarize, again, our recommendations and findings.
19 I am not going to read the entire report into the
20 record, as you stated. They are quite lengthy and they
21 are available on the website.

22 So as I mentioned, this request is for
23 reconsideration of a rezoning and Special Development
24 District plan for a proposed mixed use project known as
25 Centene Clayton Campus. The proposed SDD, which stands

1 for Special Development District will govern the
2 redevelopment of four new subdistricts, totaling 9.3
3 acres. The properties under the current SDD plan for
4 Centene Plaza, that would be the existing buildings of
5 7700 and 7720 Forsyth Boulevard will also be
6 incorporated under one plan in accordance with the
7 properties you will be considering tonight.

8 All of the properties within the proposed
9 SDD are current vacant, with the exception of 7711
10 through 7733 Carondelet Avenue in Subdistrict 4. A
11 demolition permit for 7600 to 7606 Forsyth Boulevard in
12 Subdistrict 2 has been issued.

13 Subdistricts 1, 2 and 3 are located east
14 of Hanley Road and south of Forsyth Boulevard.
15 Subdistricts 1 and 2 are immediately adjacent to
16 Wellbridge Fitness Center, which is at 7620 Forsyth
17 Boulevard and the mixed use Crescent condominium
18 building at 155 Carondelet Plaza.

19 The eastern portion of Subdistrict 3 is
20 located in University City and is immediately adjacent
21 to the Forsyth MetroLink station. Subdistrict 4 is
22 located west of Hanley Road, on the north side of
23 Carondelet Avenue, adjacent to the existing Centene
24 Plaza and is comprised of an existing office building,
25 parking structure and open space, which is currently

1 zoned SDD for the second phase of Centene Plaza. There
2 are two properties included in the proposed
3 subdistricts, which are not included in the rezoning
4 request and that is 18 South Hanley Road, which is
5 already zoned SDD and 7444 Forsyth Boulevard, which is
6 located in University City.

7 On June 6, 2016, this project plan was
8 presented to the Planning Commission and Architectural
9 Review Board for conceptual review. In your staff
10 report, you will find a map and chart, which identifies
11 and summarizes the proposed districts, along with
12 tables and Appendix A, which summarize the applicable
13 zoning requirements for each property and whether the
14 proposed development complies with each standard.

15 Just for the benefit of the audience, a
16 Special Development District is a distinct zoning
17 classification for large scale development. The
18 purpose of the SDD is to encourage innovation in the
19 planning and building of a large scale development,
20 with a multi-phase, multi-year timeline.

21 An SDD is governed by a Special
22 Development Plan and Subdistrict Plans, each of which
23 require approval by the Board of Aldermen. The Special
24 Development Plan provides the general development
25 standards for a proposed development, including the

1 location of the project phases and schedules, location
2 and use of each proposed building, the maximum height
3 and size of each building, the location of open space
4 and landscape buffers, general traffic circulation and
5 the location of parking.

6 Each of the individual Subdistrict Plans
7 provide more detailed information related to each
8 specific phase of the development. So each specific
9 phase requires approval of a separate Subdistrict Plan
10 which is approved by the Board of Aldermen.

11 The applicant is requesting consideration
12 of a rezoning Special Development Plan and all four
13 Subdistrict Plans concurrently, so that is why they're
14 listed as such on your agenda.

15 Approval of the rezoning Special
16 Development Plan is not contingent upon approval of the
17 detailed Subdistrict Plans. So in your staff report,
18 we have outlined the criteria that you're to consider
19 for approval and analysis.

20 Those include such areas, such as planning
21 goals and objectives of the Downtown Master Plan, a
22 compatibility analysis, which includes the proposed
23 height, arrangement and uses of the proposed
24 development and how they relate to other properties
25 adjacent to the project, a traffic and circulation

1 consideration, pedestrian circulation, parking,
2 landscaping, utilities and then any zoning waivers and
3 public benefits that the applicant is requesting and/or
4 proposing to provide.

5 I'm going to give you just an overview and
6 conclusion of the report from staff's perspective. In
7 conclusion, the proposed project appears to be
8 generally well designed and will be a significant
9 positive addition to the area and downtown as a whole.

10 Staff has summarized the following
11 critical issues and deficiencies in the required
12 information provided by the applicant to date: First,
13 in terms of the ground floor uses, a significant amount
14 of ground floor space will be used for parking, which
15 is incompatible with the vision of the Downtown Master
16 Plan, to expand retail opportunities, create a human
17 scale public realm and pedestrian friendly streets.

18 In terms of floor area ratio, Subdistrict
19 2 will fall below the minimum required floor area
20 ratio, which is meant to ensure a minimum level of
21 density throughout the area adjacent to the Forsyth
22 MetroLink station.

23 Height and massing, the submitted shadow
24 study and context elevations do not provide sufficient
25 information to evaluate compatibility in nearby

1 residential areas. Landscaping, the submittals do not
2 provide adequate information about trees, landscaping
3 and open spaces, to verify the adequacy of buffers and
4 open spaces.

5 Parking, the proposed parking supply
6 exceeds the zoning code requirements and
7 recommendations of the parking study, which may have a
8 detrimental effect on the future success of the area as
9 a dense, walkable, transit oriented mixed use district,
10 as envisioned in the Downtown Master Plan.

11 As it relates to the traffic, the traffic
12 study recommends several important improvements to
13 provide adequate capacity to handle the additional
14 trips generated by the development and in terms of
15 pedestrian circulation, a pedestrian circulation plan
16 has not been submitted.

17 The proposed vehicular drop offs and
18 elevated below grade walkways do not contribute to the
19 Downtown Master Plan vision of increasing pedestrian
20 traffic and creating more street level activity.

21 With this in mind, staff's recommendation,
22 based on the information that we have been provided to
23 date by the applicant is that the Planning Commission
24 continue consideration of their request to a later
25 date, in order for the applicant to submit the required

1 information for continued staff review and for the
2 applicant to address and identify critical issues and
3 then in your staff report, we have listed all of the
4 information that we are suggesting they provide. That
5 concludes my presentation.

6 THE CHAIRMAN: Thank you. We're ready for
7 the applicant.

8 MR. REICHMUTH: Good evening. My name is
9 Bill Reichmuth. I'm the Vice President of Facilities
10 and Real Estate for the Centene Corporation. I want to
11 thank you for joining us tonight, to learn more about
12 Centene's proposed design and architectural features of
13 our Clayton Campus expansion.

14 As you may know, Centene is a diversified,
15 multi-national healthcare enterprise, with its global
16 headquarters based right here in Clayton. Centene is
17 the second largest corporation in the State of
18 Missouri, based on revenues.

19 Last year, we were named the fourth
20 fastest growing corporation in America by Fortune
21 magazine. As Centene continues to grow worldwide, we
22 are committed to the City of Clayton and we want to
23 continue to be the anchor in this region. This
24 development will serve Clayton and the St. Louis region
25 well, in terms of economic development. As Bob Clark

1 will describe to you in just a few moments, the
2 expanded Centene campus is designed to create public
3 open spaces and pedestrian experiences that encourage a
4 healthy environment.

5 The buildings that we will create will be
6 world-class LEED gold certified buildings. Our
7 proposed plan would potentially bring 2,000 jobs to
8 Clayton, 1,000 of which are new jobs to the State of
9 Missouri.

10 We are dedicated to strengthening the
11 community and we look forward to working in partnership
12 with the state and local officials, to obtain the
13 necessary governmental approvals, in order to make this
14 project a reality.

15 Centene is committed to a transparent,
16 thorough process and we truly appreciate the comments
17 that we've received thus far. At this point, I'd like
18 to turn it over to Bob Clark, the CEO of Clayco
19 Construction for additional. Bob?

20 MR. CLARK: Can everybody hear okay? I
21 have a little bit of a voice thing going on, so sorry
22 about that in advance. My mom taught me to feel bad
23 about things I can't control, so I do feel bad about
24 the people that are outside. We are committed to a
25 transparent process and if we need to have another town

1 hall meeting, which I'm going to talk a little bit
2 about the process we've gone through, we're going to be
3 glad to do that. I know this is videotaped tonight but
4 we'll also be posting tonight's presentation on
5 Centene's website, so that people can have access to
6 it. We feel bad that people are out in the hallway.

7 So I'm Bob Clark with Clayco. My role
8 here is as part of the development team which Centene
9 assembled which is, in my view, not only world-class
10 but the very best that is represented by the St. Louis
11 community.

12 Many of the team are residents of Clayton.
13 We have a great architect, HOK. Gyo Obata is
14 personally involved in the design. He couldn't make it
15 here tonight. We have Cushman Wakefield on the team
16 with us and they're the development manager.

17 Clayco is the project manager,
18 construction manager and we're all working together
19 very closely as a team. We also have a world-class
20 group of engineers, many of whom have done, you know,
21 multiple projects in this community.

22 In Clayton, you know, we've also had
23 significant impact on the skyline here as Clayco. I
24 was the developer of Shaw Park Plaza, which I think
25 holds up as one of the finest office projects in the

1 community. I was also the original developer and then
2 the builder of the Plaza, a project that I am very,
3 very proud of and I said in 50 years would stand the
4 test of time and I think it's well on its way to doing
5 that and then we also did Centene Plaza in 2010, so we
6 have had significant representation in the area.

7 You know, one of the best parts about this
8 project is to be able to do something like this with a
9 person like Michael Neidorff. Michael Neidorff has
10 been a champion for the St. Louis community, for
11 Clayton.

12 I can't think of a better civic example of
13 the kind of person that we want to be growing their
14 business in St. Louis and in the State of Missouri and
15 I just want to personally say that to me, he embodies
16 everything about what we want in a leader in a
17 community and I personally look up to him very much.
18 So I just want to say that.

19 So we did agree with the City staff in our
20 many, many meetings that this is a lot to swallow in
21 one meeting or maybe two meetings or maybe six meetings
22 or eight and so we're committed to a transparent
23 process, which I am going to walk through and we're not
24 asking for a vote tonight. You know, voting will
25 happen when the City decides that it's ready to vote

1 and when the Planning Commission and the ARB decide to
2 vote. We are breaking the project into pieces for the
3 very purpose of being able to digest what we know is a
4 really large, exciting project in the community.

5 So the SDD, I'm going to reiterate what
6 was said by staff. The SDD really sets the parameters
7 as we understand it, for the big picture. For the
8 development that Centene needs to be able to rely on as
9 they have relied on their Master Plan, in their current
10 plans, in their current building.

11 And so the SDD really is a global view of
12 the project that we understand sets heights, setbacks,
13 the definition of the project, if you will and then the
14 subdistricts are where we'll really get into a
15 substantial amount of detail for the Planning
16 Commission, for the residents, for the neighbors, for
17 the other businesses and for the ARB.

18 And in those presentations, we're going to
19 go through a lot of detail. So tonight, what I think I
20 would like to do, maybe not be here until midnight is
21 focus our attention on the SDD, go through a pretty
22 thorough presentation of the SDD, which we'll be
23 re-presenting again, per our advertisement last week,
24 that we're adding the 7620 property to our zoning
25 request and then tonight, when we get to the

1 subdistrict sections, I would like to take those one by
2 one and just begin the process of what will become a
3 very laborious, detailed, you know, thorough process of
4 vetting for each of those projects and then if people
5 want to have more questions in detail about those, of
6 course, we can present them.

7 So our intention is to be here for a
8 process that is going to be a lengthy process, a
9 transparent process and a process where everybody gets
10 to ask whatever questions they want. They might not
11 always like the answers but we'll always answer the
12 questions honestly. So with that, I think we're just
13 going to launch off into the SDD.

14 Is that a good -- can I ask one technical
15 question? Will -- because the agenda has five
16 different sections or something like that. Will we be
17 stopping and asking, having a comment period for each
18 part or should I do the whole presentation?

19 THE CHAIRMAN: Well, the public hearing is
20 only on the SDD.

21 MR. CLARK: Okay. Okay. That's great.
22 So okay, great. Good enough. So one thing, one thing
23 before I really get started in the whole thing, also is
24 that as a community, Clayton has excelled at
25 communication, at the way that they have set their

1 governance up, the way they set their processes up and
2 particularly, the neighborhoods, the people who live in
3 the community and the people who do business here, have
4 come to rely on a really steady master planning
5 process.

6 And the City of Clayton has an
7 extraordinary website. Not every city in America,
8 especially the ones that we work in, I can tell you
9 this is the best one that we've seen, has access for
10 everybody in the public to get lots of detailed
11 information.

12 I would encourage the neighbors to
13 experience the website, by going and looking at the
14 strategic plan and then all of the Master Plans are in
15 the website, which we went back and looked at, before
16 we even drew one line on a piece of paper.

17 And I'm going to walk you through what led
18 us to some of the design decisions that we made and how
19 we came to rely on, back in 2008, when Centene made the
20 final decision to locate their headquarters in Clayton
21 and now, as we've decided to expand the campus here.

22 The guiding principles and the goals and
23 I'm not going to read all of these details but if you
24 read the strategic initiatives of the City, it's to
25 increase density in downtown Clayton and other

1 appropriate areas, to implement the Downtown Master
2 Plan and to develop an economic incentive program that
3 attracts startups and entrepreneurs. Centene is a
4 startup, believe it or not and one of the fastest
5 growing in America.

6 So this is -- I know I am telling the
7 Planning and ARB a lot of information they already
8 know, so I hope you will just be patient but this is
9 basically the CBD of Clayton.

10 This is a plan that's been in place since
11 the '40s and '50s and expanded on in '58, 1977, so on
12 and so forth and it very much called for residential
13 single-family home kind of neighborhoods on the
14 perimeters and it called for a very strong downtown CBD
15 district right here.

16 And I think that this slide is set up to
17 represent that our project, while it is a big and
18 significant project for the community, it's always been
19 the wish and dream and hope of the Master Plan as we
20 understand it, to expand here, in this direction and
21 that this project is not enormous in the overall fabric
22 of the CBD.

23 This is a picture of the whole entire CBD
24 as it was envisioned and in real life and then it
25 includes some of our projects that would be great

1 projects, we think, on the skyline. The SDD process,
2 we have been working with the community, in a very wide
3 variety of ways. We said that we would be transparent.
4 We started actually working on this project months and
5 months ago.

6 Mr. Neidorff met with members of the
7 political community and members of the neighbors and
8 even members of the Crescent building before he
9 completed, you know, completely decided what his
10 program was.

11 We had an initial disclosure of the
12 project which is, you know, very similar to what we are
13 presenting tonight in a public forum on June 6th. We
14 had a town hall meeting that we heavily advertised,
15 that we advertised to every neighborhood association,
16 through Clayton's website.

17 We did outreach for the meeting and on
18 July 17th, we had a very well-attended meeting at the
19 Clayton Rec Center, where we also presented all of the
20 information, for the most part, that we are presenting
21 tonight. Now we have a little bit more detail.

22 We've had more than a dozen meetings with
23 the residents of the Crescent building. We've had
24 meetings with the neighbors to the north, in Maryland
25 Avenue. We've had meetings with the Ritz-Carlton

1 ownership representatives. We've had meetings with the
2 residents of the Plaza, not to say that any of them are
3 necessarily supporting our project. I'm just pointing
4 out that we've done an enormous amount of research and
5 outreach and talking with the various neighbors and
6 will continue that process as we go through this.

7 We've had weekly meetings with the City
8 staff, with our entire staff and design team since May
9 11th. This is an unusual kind of experience that
10 around the nation, we don't very frequently see, where
11 a staff will really roll up their sleeves and work with
12 the project on an ongoing process like that, so that we
13 could dot the Is and cross the Ts properly.

14 We've responded to over 340 comments
15 already. We've had meetings with all of the utility
16 companies. We've had meetings with MetroLink and we've
17 also had meetings with Citizens for Modern Transit.

18 And we believe this project is going to be
19 very, very important to the modern transit system and
20 to MetroLink and we'll talk a little bit more about
21 that.

22 So in the SDD presentation, we originally
23 have been showing this image right here and I just want
24 to show one change that we've made with this, very
25 recently. We've come to a letter of intent with the

1 owners of 7620. I just jumped ahead there and we've --
2 we're going to acquire the current Wellbridge property.
3 We'll be putting Wellbridge in the new property,
4 assuming that it gets approved and then we would build
5 this project here.

6 So in last week's advertisement, we added
7 this to our SDD application and at the next formal
8 meeting, that would be the next, on the 15th of August,
9 we would be presenting the project in its entirety and
10 as we understand the Special Development District, the
11 more cohesive of a development that we can do, is
12 advantageous to both the City, the community and to us.

13 And so I'm just going to do my best, of
14 kind of describing this skyline picture. Many of you
15 are seeing it for the first time. This yellow building
16 here is the current Centene headquarter building.

17 The Tract 1 that I'll be referring to, in
18 Subdistrict 1 of the SDD is this project here, which
19 includes the Hanley Tower and the 7620 Forsyth garage.

20 Tract 2 is this retail parking and
21 residential structure that will face Forsyth and
22 Carondelet.

23 Tract 3 is an office building project that
24 has a hotel, corporate lodging facility and more
25 importantly than that, a 1,000 seat corporate and civic

1 auditorium, where we are seeing a multi-use kind of
2 facility that will benefit the community. Again,
3 something that has been mentioned many, many years as a
4 goal in the Master Plans and strategic plans and that
5 sort of thing. We are envisioning a campus that very
6 much looks like, from the street, what you experience
7 in Clayton now, in its first class buildings and
8 particularly the Centene Campus.

9 So this is a blowup of the project.
10 Again, I'm just going to go through with a little bit
11 of detail for people that are seeing it for the first
12 time. This is Hanley right here. This is Forsyth
13 right here. This is Carondelet right here.

14 This is Capital Grille, if they got their
15 signs approved and then this is our current building
16 right here and then this is Tract 1, which would be
17 located right here, on Forsyth and Hanley and then this
18 is the 7620 garage.

19 This is Tract 2. This is Tract 3 and this
20 is Tract 4, which doesn't have a determined schedule.
21 That would be a long-term plan, that would actually
22 replace the 7711 original headquarter building for
23 Centene. So I want to talk a little bit about the
24 zoning and in particular, how it relates to the Master
25 Plan. So I have said before, I've had quite a bit of

1 experience with this Master Plan in the past. So we
2 have Hanley Road right here and we have Forsyth Road
3 here and we have -- I'm sorry. Forsyth is here and
4 Carondelet comes through here.

5 So this area, this the zoning, the current
6 zoning map. In the dark blue, purplish color here is
7 our existing campus and then these other commercial
8 zonings and designations vary a little bit but what's
9 really important about this, to the Master Plan, is
10 that this was originally the Clayton Plaza Overlay
11 District.

12 So here, this is Forsyth and this is
13 Hanley and this isn't in the way distant past. This is
14 the Overlay District that I relied on when we did the
15 Plaza in Clayton and this is the same that the Crescent
16 relied on when it was built here, the Ritz-Carlton was
17 built here, the Plaza was built here and so this
18 Overlay District called for high density commercial
19 use, mixed-use development desired and unlimited
20 height. Of course, that would have to be approved
21 through a PUD process or an SDD process like this.

22 Then something happened in 2010, that was
23 adopted by the City as a zoning code. In 2009, I think
24 it was adopted in 2010. It really changed the
25 framework for what we were trying to accomplish. And

1 so I wanted you to see that we actually had a
2 methodology of how we got our buildings where they are
3 located. So again, what happened in 2009 is over the
4 Clayton -- which this didn't -- the only part that is
5 superceded is the actual Forsyth TOD Overlay District,
6 which is this area here, got overlaid, the Clayton
7 Plaza Overlay.

8 So the other parts of the Clayton Plaza
9 Overlay remain in place, except where there have been
10 previous PUDs and this went in its place. And here, an
11 important thing happened and that is that this yellow
12 area was designated as a transitional area, where tall
13 buildings would not longer be considered in an SDD.

14 That's our interpretation and that's why
15 we located the tall buildings further to the south and
16 while I know there's been some angst about where our
17 locations of all of the buildings are, again, we're
18 working with all of the neighbors, to minimize those
19 impacts as much as we can and we're trying to deal with
20 lots of different constituencies in our process.

21 But here you can see the original Clayton
22 Overlay District and then you can see in the red lines,
23 the TOD District that occurred in 2009 and '10, which
24 dramatically changed the Forsyth area and this area to
25 a transitional area and here into a high denser area,

1 to have a positive impact on MetroLink and rapid
2 transit users. So I'm not going to read the entire
3 Master Plan. I know the Planning Commission and the
4 ARB have read it and they know it and they helped write
5 it.

6 I will say that there was an enormous
7 amount of public input. There's photographs of large
8 gatherings of people meeting with the design teams,
9 meeting with the architects.

10 And this was done in a very systematic,
11 strategic way and when we read the Master Plan and we
12 encourage all of the neighbors and citizens of Clayton
13 to do that, we feel like our project is really down
14 home plate, in terms of the Master Plan.

15 So if you read the North Central areas, if
16 you read the Forsyth Village District, which is the
17 district that we're in, this always envisioned a high
18 density project, particularly after the MetroLink
19 stations actually were realized, from the early
20 planning.

21 The Centene project, I want to point out
22 in the Master Plan, is mentioned twice, in significant
23 areas. In the area of economic sustainability and the
24 kind of positive impact that everybody in Clayton wants
25 to their tax base and then in the economic development

1 initiative and then there's actually, in the downtown
2 Clayton integration section, there's a photograph of
3 the building that, at the time wasn't realized yet but
4 was actually built and is better in real life than it
5 is in the rendering, in my opinion.

6 The goals of the SDD, extraordinary
7 landscaping and green spaces provisions. I'm going to
8 address some of that today. Garage entryways, by
9 virtue of their location, architectural distinctions
10 and significance that would make the development
11 noteworthy.

12 Susan read some of these. Again, I would
13 encourage people to do it, to go to the website and
14 read this document, because we really did follow this
15 when we went through and this is pretty much what I am
16 going to be presenting here today.

17 So in our project, again, this is Hanley
18 Road. This is Forsyth Road here. These are large
19 plaza areas, green areas that were -- either have in
20 the project or proposing in the project.

21 We currently have something people are
22 calling the grassy knoll here, at Carondelet and
23 Hanley. We are proposing a landscaped plaza directly
24 across from that in this presentation. We have a very
25 generous plaza area between the Crescent building and

1 our proposed residential building and then we'll have a
2 fairly large plaza area, of landscaped area. These
3 areas are pretty substantial in size and we'll get into
4 a little more detail of that.

5 And we have a very strong connection to
6 MetroLink. While we are going to talk a little later,
7 about the extensive amount of parking that we need to
8 realize our project, we also realize that MetroLink and
9 other forms of rapid transit and biking and pedestrians
10 and people living in the community, that can walk to
11 work, will be an important factor in the future and so
12 we think we have addressed both of those issues.

13 So MetroLink -- sorry, pushed the wrong
14 button. MetroLink is here. A terrific station. We're
15 hoping to make some suggestions that may improve that
16 some and then we have a ten minute walk, basically down
17 Forsyth, which again, all the way back to 1958, was
18 considered the major, kind of, entryway from Forest
19 Park Expressway to the west.

20 Forsyth is, you know, a major
21 thoroughfare, kind of, with Hanley as another major
22 road and so we have this MetroLink station and then we
23 have this pedestrian walkway, that addresses both
24 Carondelet -- we've included, that we know there's a
25 lot of people that come across the bridge here, that

1 enter into the roundabout area and there's a bike lane
2 here and then we have this entire pedestrian experience
3 that we're envisioning being completed, which is
4 amazing, added infrastructure to the current existing
5 condition.

6 So when you get off MetroLink, you can
7 look at the website later and get a better view of some
8 of the things that we see, that people will envision as
9 they walk through the project.

10 Again, the same thing, walking off the
11 MetroLink station to City Hall, which is about a ten
12 minute walk. Along Forsyth, we have the same kind of
13 pedestrian experience, which would be meeting the city
14 streetscape plan that's been adopted by the City.

15 So these are substantial infrastructure
16 improvements that have been a long time coming on the
17 east side of Clayton. So many of you know what the
18 existing conditions are and this will be all new
19 infrastructure, all the way from MetroLink -- I don't
20 know if people can see this red dot.

21 So all of the dark green areas are
22 improvements that are going to be made by the Centene
23 project. Likewise, we've added what we think is
24 terrific art to the current Centene project. We have
25 the Liam Gillick canopy, which is the colorful canopy

1 in the Plaza area, which we are loving to see people
2 enjoy. They are using all of the restaurants. We are
3 told that some of the restaurants are some of the most
4 active in the whole St. Louis region now.

5 And then we also did the Ned Kahn wind
6 wall on the parking garage. While we wouldn't be
7 recommending that again right now on these buildings,
8 we do have great opportunities for public art, which is
9 a public benefit in the scheme of things.

10 And then in addition to the streetscape,
11 landscaping, trees, irrigation and all of those things,
12 we are also going to be replacing all of the lights on
13 all of the designated areas per the City Plan and
14 adopting the new City standard lights in our entire
15 program.

16 So this is again, a street activity map
17 that the traffic study starts to address and then I
18 want to talk a little bit about traffic.

19 So again, going back to the early, kind of
20 founding of Clayton, through the '50s and the '60s,
21 which are important because the City fathers at the
22 time did a remarkable job of influencing both the
23 expansion of the Forest Park Parkway as a really
24 excellent way to get in and out of Clayton and the CBD
25 but they also did other improvements, including the

1 MetroLink project, which in the 1950s was not even
2 really envisioned and once that thing became a
3 prominent idea, the City fathers of Clayton made it
4 happen here and so you can see the circulation.

5 The City was set up for doing more
6 business development and creating exactly the kind of
7 development that we're trying to create in downtown.

8 So I'm not going to go into a huge amount
9 of detail on the traffic but to say this. There's been
10 a traffic engineer that was hired by the City of
11 Clayton. Staff and the city did all of the contract
12 work with the traffic engineers.

13 This traffic engineer is somebody that is
14 reputable and does a lot of work for the City and other
15 municipalities across the state. We think their
16 principles are well founded and as soon as the report
17 was available last week, we made the report available
18 to both the Post-Dispatch and the St. Louis Business
19 Journal.

20 The City made it available to others and
21 we made it available to the neighbors that we've been
22 in meetings directly. So there's been no holdback of
23 information. As soon as we have gotten the
24 information, we've made the information available, so
25 that people can analyze it, scrutinize it, ask

1 questions about it but in general, in the big picture
2 and I'm going to let the traffic engineers and staff do
3 the detail reporting on the traffic, there's about
4 40,000 people that come into Clayton day in and day
5 out. They come in and go out, on roads that were
6 mostly planned for a CBD district.

7 Our project, during the high-impact period
8 times of the traffic, adds about five percent, about
9 two thousand incoming and out coming cars. We believe
10 that all of those kind of traffic counts are minimal in
11 the overall scheme of the Clayton business district.

12 And even if you count all of our cars,
13 we're not adding a substantial amount of car count to
14 entire community and the City. The traffic study is
15 going to recommend improvements that we think are going
16 to make traffic better after our project than they are
17 before our project.

18 People are used to some log jams in the
19 City now. The lights aren't all synchronized. Our
20 project will add more signalization. Our project will
21 add some lanes to the Forsyth area and again, we'll
22 make the whole detailed traffic study available to
23 anybody who asks for it and then the City actually
24 contracts with them and I'm not 100 percent sure how
25 that communication process works, because the traffic

1 engineer doesn't work for us but I will say that there
2 were four basic recommendations from the traffic study,
3 to create a three-lane second access point to the
4 Subdistrict 3, which is where we are planning our hotel
5 and office project, with the 1,000 seat corporate and
6 civic auditorium.

7 I also want to say that there would not be
8 daytime events there, so the traffic impact to the
9 corporate civic center would only be in the evening,
10 because it would be Centene use during the day, which
11 would be people already parked in our project, so we
12 would add a lane.

13 This is coming -- re-striping Forsyth
14 Boulevard to accommodate east lanes from the garage and
15 Metro lot, to the east of Forest Park Parkway, widen
16 the Forest Park Parkway off-ramp, so coming down Bland
17 from the west, when you exit into Forest Park, we would
18 have to widen that and redo the signal there and create
19 a new dedicated right lane from southbound Hanley to
20 Carondelet and that would be way in the future, that
21 project.

22 So again, really significant improvements
23 to the current traffic situation. We're not expecting
24 giant changes to Carondelet. The majority of our
25 changes would be to improve traffic flow on Forsyth and

1 to Hanley. I also say that the vast majority of all of
2 our traffic, with the exception of very few number of
3 cars, will be coming out on the major roads of Hanley
4 and Forsyth and not be on Carondelet and the service
5 road, that services the Crescent building from the
6 north.

7 The parking, so again, we recognize
8 staff's comments on the traffic -- on the parking
9 study, and I would say a couple of things about the
10 parking study. It wasn't very long ago when Clayton
11 was desperate for more parking and it was, you know,
12 always a big push to add parking to our projects.

13 You know, we're designers and we're urban
14 planners and we know that in the future, we all hope
15 people drive less cars and ride more bikes and use more
16 rapid transit to get to work.

17 Right now, the way the code is written, we
18 are seeking, you know, relatively similar numbers of
19 parking spaces that the current zoning requires. We
20 may be a few hundred parking spots over that.

21 And I'm going to address that issue in a
22 second but our parking needs are what we need to build
23 our campus today. We have a very fast growing
24 business. We're adding about 40 jobs a week, in some
25 cases and we just don't have the capability in this

1 community, right now today, to support this kind of
2 development with rapid transit and people who are going
3 to walk to work. We hope that that changes and we are
4 working with the architects right now, to find
5 alternative uses for some of our parking garages, so
6 that we can adapt the building to other uses in the
7 future.

8 You know, we don't want to waste money and
9 we don't want to waste space and so we think that
10 there's some very creative uses. In the Plaza in
11 Clayton, Husch renovated the top parking lot to
12 additional office space.

13 We think uses like that could happen.
14 There could be conversions to apartments. More
15 importantly, since our Tract 4 project is out in the
16 future, we'll have a real life example of what's
17 happening to our parking in real time and we obviously
18 are not going to build more parking than we need.

19 But for the Centene to know that they can
20 expand in this community, we really have to know that
21 we can solve our parking problem in a holistic way. I
22 think again, the traffic -- the parking study is
23 available on the web and I think if people read it and
24 are thoughtful about trying to understand how it works,
25 it's not as dramatic of a change to the current

1 community as one thinks, when they just think these
2 comments about how many cars and how many parking and
3 that sort of thing. I think you have got to get into
4 the engineering, so this is a study that we actually
5 did too, which would really analyze how many people we
6 would have in our buildings when they are complete and
7 where the people would actually park.

8 We did this to be thoughtful and we also
9 did it as a response to the traffic study, which asked
10 us to really consider the circulation and so I think we
11 have a very thoughtful strategy on this.

12 We think overall, about half of all of the
13 buildings that we build will be used by Centene, so all
14 together, about 2,800 seats in the long-term build out,
15 2,000 currently anticipated and 1,000 new jobs to the
16 state.

17 We think in addition to that, there will
18 be about another 1,500 people that will occupy the rest
19 of the buildings and we've kind of done a study of
20 where we think those people will come from, how they'll
21 park in the project, how they'll go to work and how
22 they'll make their way up and down the streets.

23 In addition, Centene has a strong interior
24 connector system, which is very important to the
25 company, from a security standpoint. This currently

1 connects the original 7711 building with the 7700
2 Forsyth building, with the existing older garage that's
3 on Carondelet and then we're requesting a bridge that
4 would cross over Hanley.

5 This would be a secured bridge, so it
6 wouldn't be available to outside pedestrian traffic but
7 it would be available to interior tenants in the
8 building, that have a secure card and we believe that
9 this access, continuously through our garages will be
10 the way that people will make their way over to our
11 corporate auditorium. So again, a pretty thoughtful
12 strategizing.

13 So this might be the first time I have
14 presented a slide like this but this is the required
15 storm water plan, so we have done a very detailed
16 analysis of where the water currently goes, very
17 similar to what you see in your residential requests
18 and where the water will go in the future.

19 But suffice to say that we have an
20 excellent engineer in stock and they have done a lot of
21 work in the City of Clayton. They are working with all
22 of the utility companies and we have somebody in our
23 office, Sara Davis, who has done a terrific job of
24 working with all of the different utility companies.
25 And this is a very high-level utility and

1 infrastructure plan and obviously, there would be an
2 enormous amount of new infrastructure created by our
3 project, that would eventually have to be replaced at
4 the expense of the community, because much of this
5 utility that is in here, in this area now, is past its
6 lifespan and we would be replacing the vast majority of
7 that with new connections, new pipes and new
8 infrastructure.

9 So the SDD summary again, at a high level,
10 1,730,000 square feet of office space, 184,000 square
11 feet of residential that we added to the project, to
12 have a more mixed use project and to meet the goals of
13 the Master Plan. It was not originally in our plan.

14 A hotel, that would be 120 room, we think
15 very high-end hotel, a ballroom or another training
16 room. Our auditorium, which would be 1,000 seats,
17 retail of 72,000 square feet and 2.3 million square
18 feet of parking.

19 So this is the Subdistrict 1 building.
20 This is Subdistrict 2, Forsyth and Carondelet building.
21 Subtract -- Subdistrict 3, Subdistrict 4, which would
22 be the long-term building and then I just wanted to
23 talk a little bit about -- I know people have asked a
24 lot of questions about schedule and they've also asked
25 questions about the traffic and that sort of thing and

1 construction, so this may be a little bit of more
2 detail than you're used to seeing, but I wanted to
3 share it. So we would expect, after we get our
4 approvals, to begin building this project right here.

5 This project would take about 26 months to
6 build the shell and core of. This would be the office
7 tower building. Then we would build -- at the same
8 time, we would build the parking facility.

9 This parking would temporarily be the
10 parking, that would be people that would be located in
11 the first tower that we build and then upon completion
12 of this project here, we'll start our Tract 3 project
13 for 2020, probably late 2020 completion.

14 And we would build the 7620 facility at
15 the same time that we build Tract 3. So essentially,
16 we would build these four projects by the end of 2020
17 in our plan.

18 So we -- this is a little bit of an
19 engineering kind of looking document but again, this is
20 Hanley Road. This is Forsyth. We are talking about
21 having the vast majority of our construction traffic
22 enter and exit off of the County Hanley Road.

23 We are minimizing traffic in all of our
24 conversations and discussions, our many discussions
25 with the Crescent and the Plaza. We've talking about

1 minimizing and not allowing truck traffic out on
2 Carondelet because we, you know, envision this as very
3 much a very residential corridor and Hanley Road is
4 built for heavier traffic, so that is our plan for
5 that.

6 Likewise, we would not access Carondelet
7 for the Forsyth project. We would build this project
8 from Forsyth. We would relocate Lyle and then we would
9 begin the construction on the west side of this
10 facility and we would move to the east.

11 We would start building Wellbridge's new
12 facility, which would be located inside of here and we
13 have signed a lease with Wellbridge and they are
14 planning on moving into this facility, as soon as we
15 can complete it.

16 And then this is Tract 3. This is the
17 project where our civic and corporate auditorium would
18 go and then we have our sixteen story office building
19 here, with a five story hotel, that would go on the top
20 of it and that would have a deck that would overlook
21 downtown St. Louis. So that's a lot of information.

22 THE CHAIRMAN: Thank you. That was a lot
23 of information.

24 MR. CLARK: So can I just ask one more
25 technical question? Is it -- should I at least present

1 -- I have minor detail on the subdistricts. Would it
2 be helpful to do that or not to do that, at this time?

3 THE CHAIRMAN: I think minor details, so
4 everyone will understand what is going into each of the
5 four subdistricts and how it relates to the SDD would
6 be appropriate.

7 MR. CLARK: I think it's probably --

8 MS. BOULTON: Could I ask also, since the
9 Wellbridge property is currently included, which in all
10 of the information that we were given to read, wasn't
11 -- if you could point out how that impacts, how that is
12 going to change any of the other structures?

13 MR. CLARK: Yes, I will. I'll do that
14 right now. And that's a good question. So again, I'm
15 not going to go through all of the details of the SDD,
16 because we just did the whole presentation but I will
17 talk a little bit about Tract 1.

18 So in Subdistrict 1, we're planning to
19 build the 29 story building from Carondelet, it's 28
20 stories from Forsyth. It has this transitional area
21 here and we would be incorporating additional parking
22 structure, that would attach to our parking podium,
23 which is this structure right here and then our office
24 building, which is about the same size as the building
25 that we built already, would be built on top of that

1 building. So for efficiency, we would add parking and
2 we would add retail. We have retail in the base of our
3 podium here and then we would incorporate retail at the
4 new Lyle Road. So this is kind of a watercolor
5 rendering of looking from Capital Grille, kind of what
6 would be envisioned there. I want to --

7 MS. BOULTON: The height, the height on
8 that?

9 MR. CLARK: It's about 420 feet.

10 MS. BOULTON: Can you translate that into
11 stories?

12 MR. CLARK: It's 29, 29 stories from --

13 MS. BOULTON: I meant the height on the
14 new parking garage.

15 MR. CLARK: The new parking garage is
16 right, approximately 90 feet tall.

17 MS. BOULTON: How many stories?

18 MR. CLARK: It would be seven residential
19 stories. It's eight stories of parking, because
20 they're smaller stories. It's approximately ninety
21 feet tall.

22 THE CHAIRMAN: Is that new garage taking
23 the place of Wellbridge, is it displacing parking
24 somewhere else? Initially, we did not see that parking
25 garage in that number of --

1 MR. CLARK: That's right. That is
2 correct. That allowed us to make all of our other
3 parking garages smaller.

4 THE CHAIRMAN: So can you --

5 MR. CLARK: They were going to be taller,
6 bigger and deeper.

7 THE CHAIRMAN: The change, there is no
8 change. It's still a total of a little over 5,000?

9 MR. CLARK: It's almost the same amount of
10 parking. It's relatively the same. In our plan,
11 without Wellbridge, we always needed the same amount of
12 parking and so that's what we showed in our plan and
13 that's what was showed in the traffic study.

14 There may be some very slight
15 modifications to it but we don't think they are
16 remarkable and we are committed to whatever the
17 engineers say that we need to do, to make the traffic
18 work properly.

19 MS. BOULTON: So where is it -- which --
20 what is being reduced?

21 MR. CLARK: Well, all of the garages are
22 being somewhat reduced. Originally, we had more
23 parking in this podium here. This parking originally
24 was planned to be four levels deep and now it will only
25 be two levels deep. So we had almost four hundred cars

1 in there and now, we'll only have a 176 cars down below
2 and I think that's really important, because in our
3 more than a dozen meetings with the folks at the
4 Crescent, I'm going to walk you through some dialogue
5 that we've been having with them.

6 I, again, don't want to represent in any
7 way, shape or form that anyone at the Crescent has
8 agreed to anything but I think we have had
9 collaborative working sessions and have ongoing
10 conversations about making our project better for our
11 neighbors.

12 You know, their project was built in the
13 CBD, in a high density commercial zoning area and we're
14 trying to be as responsible as we possibly can, because
15 we have a lot of residents that live here too, so I
16 want to just walk through some of the logic.

17 I went through early in the SDD, the way
18 the Carondelet Plaza called for high density
19 development and where it called for it and when we
20 originally looked at the zoning and when we did the
21 original design, our tower was located adjacent to the
22 Crescent and this was in our Master Plan.

23 This was as recently as 16 weeks ago,
24 where we were still showing the project and this was
25 the original model that Centene showed the residents in

1 the Crescent. I think many of them were taken back a
2 bit by the fact that their entire view to the west
3 would be blocked and when I started working with the
4 design team, we all agreed and we started working with
5 the neighbors and we started moving the tower more
6 towards Forsyth.

7 I will say that the north edge of this
8 tower, as we get closer and closer to kind of the
9 center area here, it's closer and closer to the TOD
10 area, that says we can't do tall buildings in that
11 section.

12 So this service road is the line that's
13 described in the Forsyth District TOD and then we had
14 another iteration. This is the iteration when we
15 bought the parking lot from the City of Clayton, that
16 was agreed to in writing.

17 We understand there was a misunderstanding
18 in terms of where the podium of our building would
19 come, in relationship to the balconies on the west
20 tower.

21 But we've moved the building another eight
22 and a half -- five feet, so that -- we moved it five
23 more feet and then we moved it again, to the location
24 that we are proposing now. This podium, the face of
25 this podium here is three and a half feet into this

1 balcony right here. We have been in, as I said,
2 ongoing discussions with the neighbors, about trying to
3 relocate the building further to the north and we
4 believe there's a lot of tremendous negative impacts to
5 the project, including the fact that it forces the core
6 of the building further to the north and we can no
7 longer service the building properly from the service
8 road.

9 So as the project is currently designed
10 right now, we can back our trucks all the way into the
11 building and under the building, to service the
12 building and in moving the core to the north, our
13 trucks would be out in the alleyway.

14 So that's also -- we also would be --
15 there's other kind of impacts that go all the way
16 through the whole project. So that's kind of where we
17 are there.

18 We have a dropoff that we proposed in
19 front of our building here, just to kind of describe
20 where everybody is. So people would come in on
21 Carondelet. They would go left in what is now the
22 service road or access to Kaldi's and then we would be
23 putting a highly landscaped granite paver dropoff area
24 here with a water feature and a piece of public art and
25 on the Carondelet side -- I'm sorry, the Forsyth side,

1 on the north corner, we carved back below the building
2 here, to create a plaza, an area of relief from Forsyth
3 and Hanley, which is a very, kind of, congested corner,
4 as you may know.

5 And then we're -- as I said before, we're
6 talking about granite pavers and very high-end
7 materials and when we do the actual architectural
8 review, the presentation will bring all of those
9 materials, per the requirement and be able to have them
10 here for people to see visibly.

11 So these are open space materials that
12 we've used in the other Centene project, landscaping
13 and green roofs and we have a big vision for creating
14 artwork. We think an opportunity.

15 Obviously, this would have to be
16 thoroughly vetted with the City but our connector to
17 our two buildings would include some kind of connection
18 that would maybe resonate with the Liam Gillick canopy
19 that we did in the other project.

20 So this is a site plan. I'm going to show
21 -- this is Carondelet. This is Hanley. This is
22 Forsyth. So we have our small dropoff area here.
23 We're envisioning very nice retail space right here.
24 This patio area is actually about five feet lower than
25 the street right here, so there would be a buffer, so

1 cars zooming up and down Hanley would not be a big
2 factor to people who would may be having a dining
3 experience here. We have our dropoff here on
4 Carondelet and then we have this area where you enter
5 this -- you asked a question about the parking.

6 We have an entry here, that would be for
7 executive parking, that would be about 176 cars that
8 would go down and then we have our dock area here.

9 This is where we create kind of a trickle
10 effect. By pushing the building any further to the
11 north, we don't have enough room to build this core and
12 so, get our truck docks all the way underneath the
13 building. So that is the logic on that.

14 From Forsyth, we also have a retail space
15 here. The majority of our cars will come in and go out
16 of ingress and egress here, on Forsyth. This is the
17 old Wellbridge building, which we'll be connecting to.

18 And this is a lobby area, that kind of
19 connects, because this is about twenty feet taller than
20 this area down here, so we'll have a two-level entry
21 area. I'm sorry.

22 And then this is a little more detailed on
23 how the connector would work across Hanley for our
24 secured crossover. So that's Subdistrict 1.
25 Subdistrict 2, I'll just go through a brief kind of

1 presentation of this as well. This was envisioned
2 originally as all parking structure and originally
3 envisioned to have some office space.

4 In accordance with the Master Plan and
5 some of our early meetings with both neighbors and
6 residents in the area and you know, the overall
7 community and staff, we've added residential to this
8 project, so this is retail along the base of Forsyth.

9 We have a two story, forty thousand square
10 foot retail space, which would service Wellbridge, that
11 would be located here and then we have a wraparound
12 residential project we would envision, either luxury
13 condos or rental. We haven't decided on the exact
14 program but they'll be appropriate residential for
15 Carondelet, as we see the development.

16 And then again, discussions have been
17 ongoing and I will also point out that in all of our
18 meetings with neighbors, we always anticipated that we
19 would, as a goal, that we would be successful in coming
20 to some kind of term on the existing Wellbridge
21 property.

22 So in all of our planning and in all of
23 our meetings and our early representations to the City,
24 we always said we think this is a better project and
25 this is a better plan and so we didn't ever, on

1 purpose, show them something that we thought we were
2 going to build and I just think that's an important
3 distinction, so in our meetings and when we originally
4 started this plan, as we understood the TOD
5 requirements for this parking structure.

6 We were developing a project on Forsyth
7 that was 90 something feet tall. Essentially, it was
8 the same height as the Crescent building and in our
9 ongoing conversations with the Crescent, other
10 neighbors and our planners and just some good logic
11 that's been added to the project, we decided to take
12 all of the parking out of this.

13 It was about 120 parking spots that we
14 removed from the project. We did that to open Lyle up
15 and originally, Lyle was going to be -- well, Lyle is
16 going to be a full service road now, that's going to be
17 landscaped and have metered parking on it.

18 In addition to that, in our conversations
19 with neighbors, we agreed that we would do more parking
20 underground and that we would take at least a level off
21 of each of these parking structures, to reduce the
22 height of these structures and we've been going over
23 various views and that sort of thing with the different
24 neighbors. We think this is highly impactful. As
25 recently as a couple of weeks ago, in meeting some of

1 the neighbors that faced the north and other neighbors
2 in the building, we also did the lower two levels of
3 the parking garage here, to further create an opening
4 where new Lyle will be created and this creates a
5 really positive effect, because we have also agreed
6 that all of our structures, the back of our structures,
7 which is a service road here, we recognize that that's
8 a real road to the residents that live in the Crescent.

9 And we're respecting it as such and so we
10 have agreed to build all of the back of our garage and
11 our transition areas on Lyle as residential
12 construction.

13 So when you are looking at the facility,
14 it will not look like a parking garage. There will be
15 no light filtering out from the garage. It will have
16 brick and windows and it will look like when we built
17 the Plaza, you know, the first five levels -- a lot of
18 people might not know that.

19 The first five levels of the Plaza in
20 Clayton on Carondelet are a parking garage, that we
21 made look like a residential building and I think we
22 were very successful. So our concept here would be to
23 do the same kind of treatment. We have widened Lyle.
24 We also lowered parts of the garage here. We have also
25 added landscaping along the top of the parking garage.

1 We have a landscape buffer here and then in working
2 with neighbors, we added vendor and supply parking in
3 the service road. We added a place here for
4 relocations for the building and we are in ongoing
5 discussions about, you know, making the service road as
6 usable as possible.

7 And as well, we have made the opportunity
8 available for people to have parking spaces in the
9 garage. We understand there is some need for that and
10 we would make those available at a market rate, which
11 would be a substantial discount from the cost of
12 building it.

13 So again, this is work that we have been
14 doing in the service road, with Lyle. Lyle would
15 become a three, you know, right, left turn and one lane
16 in, so it's a three-lane road and this road will really
17 service the residents of the Crescent and some of the
18 cars from our 176 car parking garage, we think will
19 exit this way and the traffic study shows that this is
20 going to be very efficient.

21 So then this is a very conceptual view of
22 what we think the residential will look like and you
23 can see here, this is the Crescent. This is a very
24 realistic image of where our tower sets back from the
25 Crescent and then in the far distance, you can see our

1 Tract 4 tower and this is a very realistic view from
2 this position. We've also built a BIM model and we've
3 also used drone to -- I hope we got a permit to do
4 that. We used our drone to fly near the residents, so
5 we could get the actual views from the residents and --
6 probably get a fine for that tonight.

7 So then this is that area where we --
8 looking through the parking garage on the east, where
9 Wellbridge would be located below. This is the area to
10 the north of some of the residents on the north view of
11 the Crescent, where we are talking about lowering the
12 garage.

13 We originally were the same height as the
14 garage up here. We took an entire level off of the
15 garage and then we are taking these two levels off and
16 what we think happens is that it creates a residential
17 neighborhood feel, which is what we are trying to do,
18 as opposed to what could be the back of a parking
19 garage, quite frankly, in the planning and zoning. So
20 this is --

21 MS. BOULTON: Have you given any
22 consideration to putting roofs on the parking garages?

23 MR. CLARK: Well, it's not very economical
24 but we do have green roofs on all of our other
25 buildings. I am going to talk a little bit about the

1 whole sustainability of our entire project in a minute
2 but we do have a green roof here but I don't think it
3 would be affordable to cover the entire parking garages
4 with a roof.

5 So this is a plaza area that would be
6 created between the Crescent and our proposed
7 residential project. We think it would be a very
8 beautiful plaza area, not dissimilar to the other areas
9 that we've created in other projects here in Clayton.

10 This would be a landscaped area. We're
11 working on the possibility of helping solve some other,
12 kind of valet and parking issues, with some connector
13 stairway here, that would probably be for valet use
14 only. So we're making some progress on that.

15 These are details that would be worked out
16 when we come and actually as for the subdistrict
17 approvals of each of these designs. So this is at
18 Carondelet and Forsyth, so everybody knows what is
19 there now.

20 It's kind of in need of some repair work
21 and we are envisioning a very, very beautiful plaza
22 landscaped area and this would really become a gateway
23 to our corporate and civic auditorium that would be
24 just to the east of this plaza. So again, very high
25 end materials and I'll bring all of those materials and

1 much, much more detail on the landscaping plan. We
2 have an outstanding landscape architecture team. Jeff
3 Davis and the team at HOK, world-class, doing projects
4 literally all over the world, doing the landscaping
5 plan and so we're sure that we can come up with special
6 designs.

7 And this is kind of precedent images of
8 the Crescent and what we are envisioning for the
9 residential products and materials and along Forsyth, I
10 will say that, you know, we originally had planned
11 something more modern.

12 And this was the look that, you know, the
13 architect and the design team originally had
14 envisioned. We are trying to make Forsyth more
15 vibrant. We are trying to create this foot traffic
16 from Metro heading towards City Hall and we're seeing a
17 lot more activity.

18 We have heard from the neighbors to the
19 north and other neighbors and other people who have
20 been giving us comments in all of our collaborative
21 meetings, that they want a more residential feel for
22 this building and I think you will see something like
23 that soon. So this is a ground floor plane. So we
24 have retail, 40,000 square feet of retail space. While
25 we don't have retail on the entire floor of this

1 building, we think because this is two stories and
2 there is forty thousand square feet here and I think it
3 says about eight thousand square feet down on this end
4 right here, that that makes up the whole entire first
5 floor area, as retail area, which is very much in the
6 spirit of the TOD, the transportation district.

7 And then this is our residential -- I
8 don't know if my button is working anymore. So this is
9 residential on the ground plane. And again, this is --
10 if you go over and see the site, this is about 20 feet
11 lower than this up here.

12 So we have this plaza area down here,
13 along this pedestrian way and the bike lane and then
14 we'll have -- we're envisioning possibly having some
15 walk-in, kind of townhome, two-story residential units
16 here, we think would be really attractive and do really
17 well here. We want to create an active streetscape,
18 both day and in the evening. So that's Subdistrict 3.

19 And then I really am going to spend a
20 little bit of time on this amazing corporate and civic
21 center, because I think this is really, really
22 important. Again, going back to all of the Master
23 Plans and all of the goals and aspirations of the City,
24 in my own work in Clayton, you know, we tried back when
25 we did the Plaza to bring a theater company here.

1 People were very, very enthused about bringing
2 something here, where we could have nighttime events
3 and jazz quartets and Centene is committed to a
4 world-class facility, where right now, I think we all
5 know there is a dirt path.

6 And I think it has been the aspiration of
7 the community since the 1970s, when I was in high
8 school, to develop this site and there's been a lot of
9 attempts at it.

10 And I think waiting has been worth it,
11 because over the long haul, I think delivering a
12 project like this, that has multi uses really fits the
13 TOD exactly.

14 With our residential right across the
15 street, one could envision walking across the street,
16 talking the elevators up to the deck, the sky deck. It
17 would service our 120 room hotel.

18 We would have lodging facilities here. We
19 would have our training and ballroom facilities would
20 be located underneath the plaza and then we would have
21 immediate great access to a spectacularly designed
22 civic and corporate auditorium.

23 And when we read the STD requirements and
24 when we read the Master Plan, it talks about public
25 benefit and we see this as a huge, huge public benefit

1 to the community. This is going to be a great
2 facility. It will be designed for full-service
3 performance events and one could envision, you know,
4 everything from small jazz concerts here, where you
5 will have 40 people, have wine and an event to a more
6 substantial event in the evening.

7 I am pretty excited about the design. Gyo
8 and Eli Hoisington from HOK and the whole HOK team, I
9 think really answered the call to do something that's
10 not overstated but it has some drama to it and will
11 stand the test of time, like the other projects that
12 we've delivered in the community. So this is again
13 from Forsyth, the auditorium.

14 This is the landscaped plaza area and this
15 is the dropoff area for the hotel, the plaza and the
16 auditorium. We've still got some planning that we are
17 doing with the City on that and so that's Subdistrict
18 3.

19 So I just want to talk about a couple of
20 other things really quickly. I want to talk about
21 sustainability, because back when I showed the very
22 first slide about the strategic plan, it's really
23 obvious there was enormous public input into
24 conversations about the environment, about
25 sustainability and about, you know, what's going to

1 happen in the next 50 years in this community. Centene
2 is committed, Mr. Neidorff is committed to do a LEED
3 gold building, so that's important and that's terrific
4 and that's great but he's also encouraged the team and
5 we're working together with HOK and Cushman Wakefield,
6 who has a terrific sustainability group.

7 We heard loud and clear in the town hall
8 meeting that they want us to do more than what's on
9 paper right now. They want us to be innovative. They
10 want us to find new ideas and creative solutions and
11 we're very committed to doing that and in the upcoming
12 meetings, you will be hearing more about that.

13 And then the other thing that I think is
14 really important is the connection to MetroLink. So I
15 may have passed over it and I just want to re-emphasize
16 again how important we think that connection is to us.

17 And in the long term, how we think it will
18 really reduce our parking need and we will be able to
19 convert some of our parking to other uses. It could be
20 beneficial to us in the community but also, it may
21 reduce the requirement for such a substantial amount of
22 parking on Tract 4.

23 But again, we couldn't plan our future
24 without knowing that we would have parking for our
25 employees and it would be a dangerous situation to

1 build a project like this with not enough parking,
2 because then you have people driving through
3 neighborhoods, looking for parking spots and we heard
4 loud and clear, the neighbors don't want that either.
5 So that's the Centene Campus expansion presentation.
6 Thank you.

7 THE CHAIRMAN: Are you going to say
8 anything more on Subdistrict 4?

9 MR. CLARK: I wasn't going to say much on
10 it but I will. I did have a couple of slides on it.
11 So this would be an expansion of the existing building
12 and again, this is a long-term plan.

13 This is not in the numbers that you have
14 heard, of the current goal for employees in the other
15 projects. This replaces a 100,000 square foot
16 building, that's already there and an old, kind of,
17 parking garage that is probably nearing the term of its
18 life, without a lot of extra maintenance.

19 And so this would really be a twin
20 building and here, you can see that we're taking the
21 grassy knoll. We want to respect that. You know,
22 people are really using this area, almost like a park
23 right now. I would point out that our current zoning
24 allows us to build a high-rise building, right up to
25 the edge of this corner right now and so we do think

1 this gives some relief. In addition to moving our
2 building to the north here and moving this building
3 back, it really does open up the views from the Ritz
4 hotel rooms that face westward and it also opens up
5 views from the Crescent balconies and that sort of
6 thing and we think that's really important.

7 The building design would be very similar
8 to the existing building and it would be a similar
9 height. So this is how we envision the height
10 transition at the grassy knoll.

11 Because as you know, right now, there's
12 about 18 feet of difference between Carondelet and the
13 stairway where we access the plaza to the restaurants.

14 This would be the actual landscaped plaza,
15 which is where the grassy knoll is now and this would
16 really be a terrific place for a hallmark piece of art,
17 right on the corner at Carondelet and Hanley. Same
18 materials, granite pavers, very similar. I almost got
19 away without that.

20 THE CHAIRMAN: Thank you.

21 MR. CLARK: Thank you.

22 THE CHAIRMAN: I appreciate that. And
23 with that, Bob, if you're finished, we'll get to
24 comments from the public.

25 MR. CLARK: Great. Thank you very much.

1 I appreciate it very much.

2 THE CHAIRMAN: Thank you. As we get ready
3 for public comments, I'd like to reiterate several
4 items. There is the sign up sheet. We'd like you to
5 sign up with your full name as well as your address, as
6 well as speaking in, into the microphone, so that it
7 can be captured on the video and by the court reporter.

8 Also, to keep your comments to three
9 minutes and we do have a clock behind you, so we can
10 see how long you are speaking. And please do not
11 repeat what someone prior to you has said. So with
12 that, if someone would like to lead off? I see a hand.

13 MR. SCOTT: Thank you, Mr. Chairman. My
14 name is Hugh Scott. I live at 150 Carondelet Plaza,
15 otherwise known as the Plaza in Clayton. I've lived in
16 Clayton for almost 60 years. Most of that time, in old
17 town.

18 My family moved to 7635 Westmoreland in
19 1951 and my father served on the Clayton Charter
20 Commission in the late '50s. Later on, in the '60s, he
21 represented Clayton on the St. Louis County Council.

22 From 1979 until 1991, I was fortunate
23 enough to serve four terms as a Clayton alderperson and
24 two terms as mayor. I care deeply about Clayton and
25 its future and I believe that Clayton has prospered

1 over the past 60 years due to good planning and
2 thoughtful development. My personal feeling about this
3 project is that Clayton is lucky to have a wealth
4 enhanced developer in Centene and a every experienced
5 contractor in Clayco.

6 While we are fortunate for this, the
7 project is a massive one by Clayton's standards and we
8 need to get it right. Although it may take more time
9 than Clayco and Centene envisioned, we owe it, not only
10 to our neighbors but to our whole community, to make
11 sure we get a great development with a minimum number
12 of mistakes. With careful planning, I believe that
13 this project will be a great enhancement to our
14 community. Thank you.

15 THE CHAIRMAN: Thank you. Do the --
16 signing in, thank you.

17 MS. BOULTON: Could we move the sign in
18 sheet?

19 THE CHAIRMAN: To expedite it, we'll move
20 the sign in sheet off to the side, so the next person
21 can sign in, while we are in a three-minute talk.

22 MS. ABBOTT: Thank you, Mr. Chairman and
23 members of the Planning Commission and Architectural
24 Review Board. I'm Barbara Abbott, 155 Carondelet
25 Plaza, otherwise known as the Crescent. As Bob Clark

1 noted several times during his presentation,
2 representatives of the Crescent have had numerous
3 meetings with members of his development team for this
4 proposed project.

5 We appreciate the time they have spent
6 with us and as Bob also noted, there are still some
7 things that we have not come to agree on, between our
8 two parties.

9 During most of our meetings, we repeatedly
10 expressed our residents' primary concerns, that the
11 size and the density of the project Centene wants to
12 build, it is simply too big, we believe, for the site,
13 not just for the Crescent but for all Clayton citizens.

14 We think it will literally line our
15 streets with garages, large parking garages, very tall
16 buildings and in addition, thousands of additional cars
17 on the streets every day.

18 If the proposed development is not right
19 sized now, while it is in the planning and design
20 stage, it will contribute to numerous congestion,
21 traffic and safety problems in the future and many of
22 these issues will not be able to be reversed, once the
23 buildings are up and occupied. We have three specific
24 issues at this time, that we respectfully request the
25 Clayton Planning Commission and ARB to consider in your

1 review. First is the proposed 28 or 29 story Hanley
2 Tower. We would like to see this tower moved further
3 north, so that it is closer to the southeast corner of
4 Hanley and Forsyth.

5 Specifically, we would like for it to
6 clear the northwestern most point of the residential
7 area of the Crescent. As it is currently designed,
8 this first building is approximately only four to five
9 feet west of the wall of the Crescent.

10 And it is separated only by a narrow
11 street, often referred to as the service alley, that
12 will become the access route for trucks that provide
13 deliveries and services to the Hanley Tower and also
14 the entrance and exit to the proposed underground
15 garage, that will continue to create more congestion
16 and traffic problems.

17 Ideally, the proposed Hanley Tower would
18 be the same height as and located directly across
19 Hanley Road from Centene's existing tower. When we
20 have suggested moving the building, we have been told
21 by the developer that it can't be moved for a variety
22 of reasons.

23 The 90 foot building restriction on
24 Forsyth, the fact that the Wellbridge property was not
25 at that time a part of the development, although it is

1 now, that some of the views from the Crescent, the
2 current Centene tower would be obstructed and that
3 changes to the building design would be necessary.

4 Well, the Wellbridge property is now part
5 of the development and we believe that the City has the
6 ability to make changes, if they are in the best
7 interest of Clayton and its citizens, under provisions
8 of the Master Plan, overlay districts and zoning.

9 It is our position that there is still
10 time for this development to be modified. No
11 construction is underway. What exists now are plans,
12 renderings and drawings that are on pieces of paper and
13 computer screens.

14 There aren't any actual buildings waiting
15 to be set in place. So we really urge you to take into
16 consideration where this tower is located on Hanley
17 Road.

18 To other issues that concern our residents
19 are the height of the proposed Forsyth one and two
20 parking garages. Those are approximately eight, seven,
21 eight stories along Forsyth. We think that is simply
22 too much, even with the two-story step down near the
23 new Lyle Avenue that Bob Clark discussed this evening.
24 At one point, along this garage, one of the garages,
25 the back wall of that garage is only fifty-eight feet

1 from the north outer wall of the Crescent. It's kind
2 of difficult to imagine looking out your window,
3 directly into a garage wall. It's equally a serious
4 concern that the Crescent would be encapsulated on
5 three sides by the garages.

6 And yet the design shows that the
7 residential units proposed on the south and east side
8 of that first garage on Forsyth are open, rather than
9 being encapsulated, like the Crescent. It just doesn't
10 really seem quite right.

11 We would like to see the garage, the first
12 garage, shortened. We would like to see the second
13 garage shortened, preferably to the height of the
14 current Wellbridge structure and we do have some
15 concerns about the Lyle Avenue relocated street, that
16 we can talk about at another time.

17 We just really will appreciate that you
18 consider this and that you take a hard look at how
19 these things can be modified now, before buildings go
20 up, buildings that will be there for decades. Thank
21 you.

22 THE CHAIRMAN: Thank you.

23 MR. SHATTO: Good evening. My name is
24 Doug Shatto. I'm a traffic engineer with Lochmueller
25 Group. We were retained by the residents of the

1 Crescent, to perform a peer review on the traffic study
2 that was done on behalf of the City of Clayton. I
3 thought it would be appropriate for me to follow in
4 Mrs. Abbott's footsteps, since it's relevant to the
5 concerns of the Crescent.

6 I should note that the traffic study that
7 was released last week was the first of several
8 iterations. I think that that's been acknowledged.
9 That based upon additional scope items that were
10 identified for the City's traffic consultant, he
11 obviously had limited time.

12 There's been some moving targets, in terms
13 of this plan that has been evolving as this has been
14 going on. So there's one study that is available
15 today, that was actually based upon the July 18th
16 iteration of the site plan, I believe, so there might
17 be some changes that would have to reflect subsequent
18 iterations to that.

19 That study is what I would consider to be,
20 kind of, the primary guts of a traffic analysis, where
21 it's looking at the adjacent intersections, evaluating
22 the capacity of those intersections and then looking at
23 the impacts from the development. There are also some
24 additional issues that were raised on behalf of the
25 residents of the Crescent, some of which are more

1 qualitative in capacity and others related to the scope
2 of the study and trying to perhaps encourage the
3 expansion of it. As I said, the scope of the study has
4 already been expanded.

5 I think there might be some additional
6 elements, that might need to be looked at. There's a
7 couple of intersections that we've identified, that we
8 believe are important to the evaluation of this
9 project, that should be included.

10 And I'm going to avoid getting into the
11 weeds too much tonight, in the interest of time. I
12 think what we intend to do is to summarize our
13 comments, share them with staff, share them with the
14 City's traffic consultant and perhaps also the
15 development team and give them the opportunity to
16 respond to that.

17 But for tonight's purposes, I wanted to be
18 able to give you some of the highlights, in terms of
19 the concerns that we've -- or the issues that we've
20 identified to date.

21 As I said, there's a couple of
22 intersections that we believe should be addressed as
23 part of the analysis, in order to fairly evaluate the
24 impacts of the development. One example of that is
25 Bemiston and Shaw Park Drive, that was omitted from the

1 analysis at this point but all of the development
2 traffic going to and from the east on Forest Park
3 Parkway would have to travel through that intersection
4 and they do show a meaningful amount of traffic doing
5 that, so I think that that should be included in the
6 analysis.

7 The same is true with Central and Shaw
8 Park Drive. There is less of an impact there but also
9 should be included.

10 Hanley and Bonhomme is a location that was
11 included but we think that there are -- need to be some
12 considerations, in term of the adjacent intersection at
13 Shaw Park Drive.

14 Perhaps a larger issue that needs to be
15 raised is what happens on Forest Park Parkway.
16 Obviously, it's very important to this development and
17 in fact, I think the traffic impact study shows about a
18 third of the traffic from this site would be going --
19 getting onto or off of Forest Park Parkway, traveling
20 to and from the west, towards I-170.

21 It's a significant amount of traffic, when
22 you look at the overall traffic generation but the
23 study doesn't account for any operational changes to
24 Forest Park Parkway itself. That's not surprising.
25 Most impact studies would usually focus on the focus

1 streets. Signalized intersections and unsignalized
2 intersections tend to be the controlling points but in
3 this case, with Forest Park Parkway already having some
4 deficiencies in its operating conditions, adding another
5 500 vehicles an hour to some of those movements would
6 be detrimental.

7 So we believe that there may, in fact, be
8 a need to expand the study further, to look at what's
9 happening along the adjacent freeway section, if you
10 will.

11 I think that the analysis that is
12 presented, so far focuses, obviously, on the peak hours
13 and the level of service. Queuing is going to be very
14 important, I think.

15 What they have got becomes a little bit
16 more qualitative but it is quantitative. The report did
17 present queues but I do think that we need to look at
18 what the available queuing is between some of the
19 adjacent intersections and where that queuing can be
20 expected to start to fail the systemic operations along
21 Forsyth and Hanley.

22 Now that's something that should be
23 addressed. The third iteration of the traffic study
24 that is underway will be a simulation model and I don't
25 think that will be available until later this month and

1 some of those queuing issues should, in fact, be
2 recognized with the simulation modeling that will be
3 produced.

4 Trip generation, traffic generation for
5 the development is also important and has a big impact,
6 in terms of what the results ultimately show.
7 Obviously, there's a lot of office space that is
8 proposed as part of this.

9 Thank you. I'll try and wrap it up.

10 THE CHAIRMAN: It's time.

11 MR. SHATTO: Yes. The trip, traffic
12 generation that's in there right now is based upon
13 traditional general office space and I think we need to
14 ask for clarification of what exactly, how exactly this
15 office space is going to be used.

16 There has been reporting that perhaps call
17 centers would be included in the office space. We
18 might go from densities of three to three and a half
19 people per thousand square feet upwards of six to eight
20 thousand people per thousand square feet of office
21 space.

22 If, in fact, that is the case, that would
23 produce a significant difference in traffic generation.
24 So I think there's a clarification that needs to be
25 offered there. The transit capabilities, a ten percent

1 reduction was assumed of the study. That's achievable
2 and it would be great for the region, as Mr. Clark
3 alluded to but there also has to be incentives in order
4 to make that happen.

5 I give you examples within the region
6 where, unless transit passes are being bought for
7 employees and parking is being charged to the
8 employees, there's not enough incentive to get people
9 out of their vehicle.

10 So that's something I think has to be
11 addressed, as part of this process. And I'll try and
12 wrap this up quickly. I think that there are some
13 other issues related to the immediate impacts around
14 the Crescent and again, we were obviously asked to look
15 at impacts directly related to the Crescent.

16 The character of Carondelet Plaza can and
17 will probably change with this scale of development
18 that we're talking about. We go from anywhere from 360
19 to 460 vehicles an hour during the peak hours on
20 Carondelet Plaza to upwards of 900 to 1,000 vehicles
21 per hour.

22 And that's what's shown in the traffic
23 study right now. The study shows that there's
24 potentially capacity. I think there's some things that
25 need to be clarified but there's capacity, perhaps, to

1 handle some of those increases but it changes the
2 character. You go from what might be more of a
3 residential character to more of a commercial character
4 with that level of traffic.

5 So that needs to be addressed, we believe
6 and then there's also questions about whether or not
7 the capacity is really there. For example, the queuing
8 on Carondelet, from Hanley would extend beyond the
9 alley between Subdistrict 1 and the Crescent today, so
10 anybody coming out of that alley would be obstructed in
11 the forecasted conditions.

12 I know we have limited time, so I'll wrap
13 it up right now but as I said, we'll have more comments
14 and then try to be more specific, that can be issued to
15 staff and to the consultants, so that they can respond
16 to that accordingly.

17 THE CHAIRMAN: Okay. Thank you.

18 MR. FINKELSTEIN: Mr. Chairman, ladies and
19 gentlemen, my name is Ed Finkelstein. I live at 7600
20 Carswold, in the shadow of the new project. I rise in
21 support of this project.

22 I think the positive aspects of this have
23 already been brought out and I compliment Mr. Neidorff
24 and Mr. Clark and their team for developing such a
25 great project, that want to keep, that wants to keep

1 them here in Clayton. But I want to talk about, just
2 for a moment, the other side of the coin. If for some
3 reason this were to be turned down because of the
4 severe restrictions that might be placed on it, there
5 are plenty of communities in this area that would love
6 to have this project, that would bend over backwards
7 and give their eye teeth to have 2,000 new jobs and
8 multimillion dollar buildings built in their community.

9 So I would caution the staff, who I know
10 work very hard at this and the City Manager to not
11 place the kinds of restrictions that make this project
12 unfeasible for Centene to do it.

13 They're going to have to expand. They are
14 buying other companies. They're bringing 1,000 new
15 jobs and they're moving people from California to St.
16 Louis. So they're going to expand.

17 If they don't expand in Clayton, they're
18 going to go someplace else and if we think that this
19 can't happen, that Centene, because of their commitment
20 to Clayton won't do it, then I think we are going to be
21 sorely disappointed and surprised.

22 They are going to expand. I would hope we
23 could expand in Clayton, because what this means for
24 this community, for the residents, for the businesses
25 long term, including the school district, will be

1 tremendous. Thank you very much.

2 MR. CHAIRMAN: Thank you.

3 MR. SAUER: The first thing I'd like to do
4 is ask if it's permissible for someone who is not a
5 resident of Clayton to stand here and discuss this
6 project.

7 MR. CHAIRMAN: If you give us your name,
8 yes.

9 MR. SAUER: My name is Lou Sauer and I'm
10 very familiar with Clayton because I lived here for
11 thirty-five years and my brother and I developed
12 fourteen projects in Clayton, including four high
13 rises.

14 And I have a lot of familiarity with the
15 City and how it works, how it looks, how it feels and
16 the efforts that we made during the time that we were
17 here.

18 It was our approach, if at all possible,
19 to do buildings that are part of a family grouping.
20 That one relates to the other in scale and feel, which
21 is what we learned to do, actually, in old town
22 Clayton.

23 And I know a lot of you may be familiar
24 with our earlier projects. When I heard about the
25 Centene project, I thought wow, what an opportunity

1 this is, to have an assembly of that kind of property,
2 all in one area, with a corporate -- with a corporation
3 as a client, where they could really put something
4 together, that would be a great image, an iconic image,
5 actually for the City of Clayton.

6 As I listened to the presentation just
7 now, I got more and more information on exactly how
8 it's going together, I think the Planning Commission
9 really has its hands full here, to figure out and
10 determine how to respond to this project.

11 In many ways, it's a wonderful, wonderful
12 project but it doesn't really fit in this city, in
13 terms of its scale, in terms of its look, in terms of
14 the impression it makes as part of the setting and I
15 think that's something to challenge, challenge the
16 Planning Commission.

17 I think the discussion so far today was
18 way too technical and piecemeal. No one had really
19 stepped up to say how they really felt about the
20 project, which indicates that it's too big to get your
21 arms around. You have to be able to discuss this thing
22 and grab onto it, to come to a good conclusion about
23 how it's going to work in the city. But what disturbs
24 me about the project is all of the above grade garages,
25 which are wrapped in these sequin aluminum things, that

1 are going to be all over the place, as far as I can
2 tell. That will suddenly become a powerful image for
3 Clayton. The other thing I'm concerned about is when
4 you -- the way they laid it out, they were really
5 restricted in having to wrap around the Ritz.

6 The Ritz was put right in the middle of
7 the site and whoever came later had to figure out how
8 to work it all around and they've actually, if you
9 study it close, they've done a very credible job with
10 that, except it's so big.

11 I mean, do you really have to plan five
12 billion square feet and six thousand cars? I mean six
13 thousand parking places built up in the air, in a city
14 like this is a little hard to see how it really can
15 work.

16 And those are some of the things that I
17 just wanted to pass along, just based on my past
18 experience in Clayton, in some of the projects that my
19 brother and I did here. Thank you for tolerating me.

20 MR. UCHITELLE: Thank you very much. My
21 name is Ben Uchitelle and I want to thank the City
22 Planning Commission and the members and the staff for
23 the vital role that you've been playing and will be
24 playing on behalf of all of Clayton on this project.
25 You really have your hands full but I commend you,

1 because you have been and are you are doing a terrific
2 job. That said, I'm here to offer words of support for
3 this, I believe, transformative project. I won't try
4 to go into the details. You have them before you.

5 Barbara Abbott raised some important
6 concerns. You have to address them. I'm sure you
7 will. Overall, this is a once in a many decades
8 opportunity for Clayton and the region.

9 It's bold, it's creative. It utilizes the
10 MetroLink, which is critical. It provides a major
11 theater and hotel. It will add several thousand new,
12 great jobs for our community, people coming here and
13 it's being undertaken by a terrific corporate citizen
14 in Centene and a great developer in Clayco.

15 Just a couple of observations. Way back
16 when, years ago, when the St. Louis County Hospital was
17 getting ready to close, what to do with it? There were
18 various plans.

19 Along came Enterprise Rent-A-Car and they
20 had bold plans for a major development, with many, many
21 office buildings. Many people said, my goodness, too
22 many office buildings, too many people, too many cars
23 but the Planning Commission and the aldermen and the
24 mayor persevered and I think we are all pretty proud of
25 Enterprise and what it's done. Similarly, in a

1 different sort of vein, when the old jail was being
2 closed and the plans for the new jail or Justice Center
3 came along, there was a tremendous hue and cry, we
4 don't need, we don't want. It would be terrible to
5 have a Justice Center in the heart of Clayton. It
6 would be dangerous.

7 Also, along came Maryland Heights. They
8 offered to have the Justice Center there, move many of
9 the lawyers and others, who are involved with that out
10 there but the City Planning Commission and the aldermen
11 persevered and we have a Justice Center, which I think
12 is attractive, works and is safe.

13 So in summary, do your job, I know you
14 will but I hope you will, in the long run, approve this
15 project. Thank you.

16 THE CHAIRMAN: Thank you.

17 MR. MORRISEY: Hi Steve. My name is Jeff
18 Morrissey. I live at 7611 Maryland Avenue. I'm an
19 architect. I live just north of the proposed
20 development.

21 I'm going to do what you asked and not
22 repeat what people have said, which is going to be a
23 little tough, because Lou Sauer just said so many
24 things perfectly. I appreciate Centene's interest in
25 the Clayton area and the substantial investment they

1 are proposing to make but that investment doesn't just
2 create entitlement. It also brings responsibility.
3 Responsibility to the City, the neighborhood, to
4 Clayton citizens.

5 And in this case, the responsibility for
6 development of a proper transition zone, that bridges
7 between downtown and surrounding single-family
8 neighborhoods like mine.

9 Special Development Districts and Planned
10 Unit Developments and the like are serious, weighty
11 matters. They often remove the limitations of
12 principles that well thought zoning and master planning
13 carry.

14 These special designations allow
15 developers and corporations to basically rewrite the
16 planning rules for an area, to their own liking. This
17 is not just a technical step in the process. You are
18 being asked to overturn a city zoning ordinance, in
19 effect, to change the law.

20 This is about scale, about height, about
21 where large buildings belong and where they don't. The
22 buildings being proposed are gigantic, way, way too big
23 and misplaced. The office tower is bizarrely tall,
24 with huge occupant loads, creating the need for long,
25 massive, lifeless parking structures. This certainly

1 isn't the Forsyth Village that Sasaki's 2010 Master
2 Plan for Clayton imagined. That plan doesn't suggest
3 or promote 30 story office towers in this district,
4 giant corporate boxes that would loom over nearby
5 residential areas.

6 The plan calls for tall buildings to be in
7 the true central business district of Clayton, west of
8 Hanley, not east of it. Centene already has a better
9 office site in the CBD, directly to the south of their
10 existing building, in the open area at the northwest
11 corner of Hanley and Carondelet. Why not use this site
12 first, not last?

13 The proposed tall office towers with floor
14 area ratios off the charts create the need for massive
15 amounts of parking. Why would Clayton ever want
16 multiple, huge parking structures marching down Forsyth
17 Avenue, one of the City's main entryways?

18 Is this the image that we want? This, in
19 a transit oriented district, of all places, a place
20 where cars are supposed to be limited and even
21 discouraged?

22 We are being told that these giant garages
23 will feel residential by the architectural skin that
24 will be applied. If that is what is desired, why not
25 actually make Forsyth residential? Line it with four

1 or five stories of condo units, with retail? The
2 residents would help patronize those storefront
3 businesses.

4 Parking in all cases should be minimized
5 and relegated to the interiors of blocks and to below
6 building and below grade locations. Too much parking,
7 in turn, creates too much traffic and while traffic is
8 a concern, it's not the root problem.

9 The problem is that too much office space
10 and buildings that are too tall is being crammed into a
11 zone that was never intended to be of this scale.

12 I would ask you all, as others have
13 already said, to slow this down. We were told that
14 this development was barely conceptual sketches just a
15 few weeks ago and yet tonight, it is being presented
16 essentially as a done deal.

17 This is not the measured, open public
18 review process that a project of this magnitude
19 deserves and requires. Please take the time to truly
20 get this right. These are not short-term decisions.
21 These buildings will outlast Centene. Please ask this
22 group to rethink this approach. Thank you.

23 MR. VINES: Hello. My name is Jeff Vines.
24 I'm a resident of 6305 Southwood, in DeMun. I have two
25 little girls who will be in the Clayton School

1 District. I'm here because I received this doomsday
2 mailer last week and I was a little bit, you know,
3 fearing that there was this concerted effort to chase
4 Centene out of town and I'm here to tell you that
5 sentiment does not speak for me and many others here
6 tonight.

7 The plan is not perfect. I do have issues
8 with the parking garages but I had no idea that
9 high-rise buildings in place of a very prominent dead
10 zone, amidst many, many other high-rise buildings was
11 so offensive to people.

12 This is the business district for one
13 million residents of St. Louis County. It is
14 unreasonable to think that no development will be, you
15 know, encroaching on your living space.

16 It's Clayton. It's always been Clayton
17 and most people here probably expected high-rise
18 buildings in their yard, near them, when they moved
19 here.

20 We are not entitled, as residents, we're
21 not entitled to plentiful parking or light traffic,
22 okay? These are the facts of life in a big city and
23 usually, the sign of a vibrant city that people want to
24 be in. It's clear that Centene has taken great
25 measures to be sensitive to the surrounding

1 neighborhoods and also, they have a big vision to
2 create, you know, a real, mixed-use, lively district
3 with public areas, gathering spaces and to create more
4 feet on the sidewalks and more eyes on the streets.

5 So with that said, ideally I wish this was
6 all happening in downtown St. Louis, so we could really
7 think regionally and recenter the core but we are an
8 extension of the urban core, Clayton and I look forward
9 to seeing the dirt moved and the cranes building away.
10 Thank you.

11 MR. SRIDHER: Chairman, members of the
12 board, members of the audience. I appreciate the time
13 --

14 AUDIENCE: We can't hear you.

15 MR. SRIDHER: Excuse me. I'm sorry. I
16 appreciate the opportunity to speak in front of you.
17 As an employee of Centene and also a member of the
18 Clayton community, I am in full support of this project
19 for a number of reasons.

20 Before -- a few years ago, before I came
21 to Clayton, I noticed that Clayton people are always
22 leaving at 5:00. It was always primarily a work place
23 but nothing more than that. It wasn't the community
24 aspect that I looked for in a city. And now, what
25 Centene is proposing, this new expansion project, with

1 their current development in place, all of the
2 restaurants that are currently on Forsyth and on
3 Centene Plaza, this site is way different.

4 I love walking down Forsyth and seeing
5 people coming into restaurants, people hanging out with
6 each other. People that want to stay here and move to
7 Clayton, because of all of the new expansion and all of
8 the new development.

9 Members, a lot of people that have
10 recently graduated college, a lot of my friends, have
11 chose to leave St. Louis because they say that there's
12 not enough jobs.

13 They said there's not enough development
14 compared to other cities, like Chicago, Los Angeles,
15 Atlanta, Dallas and with Centene proposing this new
16 development, I think it's an opportunity to leave a
17 legacy for years to come.

18 If you ever have a chance to meet Mr.
19 Neidorff, he is a man with the vision, a man that
20 understands that we need to make change and he has
21 instilled the great members of Clayco and the senior
22 management team at Centene to put this development
23 project together. He has built a company from, you
24 know, 20 million dollars in 1996 to 40 billion dollars
25 today. He has collaborated with HOK, a world-class

1 designer and Clayco and Bob Clark, who once was an
2 entrepreneur himself and started Clayco from nothing.
3 These are the people that you want to build a lasting
4 image on St. Louis and leave a legacy in the skyline.

5 I understand that there is a lot of
6 structural, a lot of parking, a lot of those issues but
7 as you can see from this presentation today, the
8 details that went into creating this wasn't, didn't
9 happen overnight.

10 This is hours and hours of work going
11 through details, pouring through designs and something
12 that people are willing to collaborate to change if it
13 needs to be.

14 So to make this short, I am in full
15 support of this project and I hope that you guys will
16 consider the legacy that it will leave on the Clayton
17 skyline but also, for the people that are growing up in
18 St. Louis, the young generation that wants to stay in
19 St. Louis because of projects like this.

20 MS. SCOTT: Could I have your name?

21 MR. SRIDHER: Sid Sridher. Sid Sridher.

22 THE CHAIRMAN: And will you sign in?

23 MR. SRIDHER: I will sign in.

24 THE CHAIRMAN: Do we have any other
25 speakers? Have you signed in?

1 MS. SCHWETYE: I haven't. I will sign in
2 next. Ann Schwetye. I live at 821 Sudbury and I just
3 want to say, not really comment on the plans so much as
4 just to encourage all of you to think about how the
5 City will attract young professionals and that is what
6 will make our citizens -- our City grow and survive and
7 it will make it a continuing world-class city. Thank
8 you.

9 THE CHAIRMAN: Any other comments from the
10 audience? No? Well, we certainly thank you for all of
11 your comments and would like to remind you that we will
12 be continuing this at a later date also.

13 We are not finished tonight, because we
14 have a quorum here tonight and we can certainly make
15 some comments to Mr. Clark and the Centene people at
16 the same time.

17 MR. CLARK: Should I?

18 THE CHAIRMAN: Yes.

19 Before we go ahead, Joanne has a question.

20 MS. BOULTON: I have a question about our
21 staff reports. There is the one on the SDD, the staff
22 report on the SDD, the chart and I want to say --

23 THE CHAIRMAN: Which charts?

24 MR. CLAYTON: What page?

25 MS. BOULTON: It is page 14.

1 THE CHAIRMAN: Fourteen.

2 MS. BOULTON: Could you just clarify, the
3 last column says waiver required and I was a little
4 confused whether that was for the SDD or the underlying
5 zoning in question.

6 MR. CLAYTON: This chart illustrates where
7 the existing zoning requirements are for the properties
8 as they currently are zoned and then it summarizes what
9 the proposed SDD, the development, how that meets or
10 does not meet that specific requirement.

11 So the column that says waiver required
12 and it says yes, that means that the proposal exceeds
13 the development standard or it doesn't meet that, so in
14 order to approve it as proposed, this board would have
15 to issue a waiver from that requirement.

16 MS. BOULTON: Thank you. From the
17 original, not the SDD, is that what I understand?

18 MR. CLAYTON: Well, from the zoning, the
19 current zoning regulations.

20 MS. BOULTON: Underlying?

21 MR. CLAYTON: Correct.

22 MS. BOULTON: Got you. Thank you.

23 THE CHAIRMAN: Bob, do you have any
24 comments before we go further?

25 MR. CLARK: I might at the end, if you

1 respond to a couple of comments but why don't you go
2 ahead and ask questions --

3 THE CHAIRMAN: Okay.

4 MR. CLARK: -- while I still have my voice?

5 THE CHAIRMAN: Well, I will start off. I
6 think what we've seen in your presentation has been a
7 complex and again, comprehensive study of what could be
8 done.

9 I think we've heard several comments from
10 the public, that may reflect some of the comments from
11 the commission, also and I think one of them is I do
12 have some concern about the massing, density and what
13 will happen with the parking as well as the traffic on
14 our arterial and sub roads going through town, as well
15 as certain placement of the buildings, because it
16 strings out a lot of the activity and it puts virtually
17 no activity right in the middle, on Forsyth Boulevard.

18 It's pretty much parking and as we look at
19 the Master Plan, it envisioned a much more lively south
20 side of Forsyth, both facade and activity in that area.

21 We have heard some comments about
22 including more residential there, which then could
23 drive more people walking and possibly increase the
24 retail or commercial part of it also. So I am just
25 throwing these out as reactions to what we see. Also,

1 what we are seeing is along the Parkway in Subdistrict
2 3, there is both a garage, which is mostly underground,
3 from what I can tell and a tall building but yet the
4 bulk of the parking is going to strung out in
5 Subdistrict 1 and 2, because the Wellbridge site now
6 appears to be in Subdistrict 1; is that correct?

7 MR. CLARK: Yes. Yes, sir.

8 THE CHAIRMAN: Another thing is you have
9 mentioned pedestrian usage, yet except for the various
10 small park areas, I think all of the pedestrian usage
11 will probably be on the periphery. You don't see any
12 real internal pedestrian movement being considered.

13 The green area, we have several small
14 green areas and it seems like we may be missing an
15 opportunity at the intersection of Hanley and
16 Carondelet, where we already have a green area just to
17 the south of the current Centene building.

18 Yet if you look at it from the air, that
19 would be almost the center point of the Centene massing
20 and two, the same green on both the west and the east
21 side of that intersection, to the north of Carondelet,
22 would have a real urban park environment, that could be
23 accessed, not only by Centene people but by other
24 residents and office building usage in the area. Now,
25 of course, the conflict there is that the tower is

1 sitting on that potential green area. I will leave
2 that up to you, without further comment. I think that
3 will take it from me, for right now. I will defer to
4 some of the other members.

5 MR. REIM: So, I guess, one of my
6 thoughts, as I was looking through it is somewhat
7 similar to Steve's, is that we have this now lengthened
8 stretch of parking garage along Forsyth.

9 And there's, you know, it's a long
10 distance to travel from one end to the other, where we
11 essentially have the tower at one side and then we have
12 the auditorium at the other.

13 It didn't seem to be a lot in between and
14 I wondered why there wasn't more residential facing out
15 onto Forsyth, for a bit different character because the
16 treatment of those parking garages, if they are going
17 to be parking garages become critical, but it just
18 seems like a really long expanse of whatever is going
19 to be done to the appearance of those.

20 And then like Steve, I also notice that we
21 have these green spaces but there doesn't seem to be a
22 consistent connection or logic in how they would be
23 used in sequence and I'm afraid that if we stretch this
24 vertical internal walkway from the current Centene
25 building across Hanley and down through everything,

1 that the vast majority of the people will come, park in
2 the parking garages, go back and forth into their
3 various respective buildings and never go out on the
4 street and the pedestrian activity that we're hoping
5 for just won't occur.

6 MS. BOULTON: That's true.

7 MR. REIM: It's kind of like a starter set
8 of questions here. I was also curious if you -- is
9 this a commitment that you are willing to make, to
10 making these buildings all be LEED gold, is that --

11 MR. CLARK: It is.

12 MR. REIM: -- a baseline starting point?

13 MR. CLARK: It's a commitment, minimum.

14 MR. REIM: And get them certified at that
15 point?

16 MR. CLARK: Absolutely.

17 MR. REIM: Okay.

18 MR. CLARK: Yes, sir.

19 MR. REIM: There really weren't any
20 renderings or views of what coming into Clayton from
21 that east side of Forsyth approach would really look
22 like. I get some sense of it, from a couple of the
23 views in that there is a plaza down there on that side
24 but I don't think there are really any good views of
25 what that very -- I will call it gateway arrival will

1 appear to -- coming in, out of University City into
2 that part of our city. So which way are we looking
3 here? This is --

4 MS. BOULTON: To the west.

5 MR. CLARK: Looking west.

6 MR. REIM: Okay.

7 MR. CLARK: So this is the gateway. This
8 is the retail. The MetroLink is just to our left.

9 MR. REIM: The MetroLink one --

10 MR. CLARK: I'm sorry.

11 MR. REIM: We're standing at the MetroLink
12 station?

13 MR. CLARK: We're on the other side. So
14 this is the theater on our left and this is the -- so
15 MetroLink, the south side of MetroLink is on this side,
16 just to the left of this view.

17 So, you know, we haven't finished the
18 design of the garage structure but on the left here is
19 the garage structure. Let me back up a little bit,
20 okay?

21 So this is from -- this is looking to the
22 east, so this is looking west and you can see Centene's
23 building back here, in the background, okay? And then
24 if I go back just a couple more, so this view would be
25 right here.

1 MR. REIM: Okay.

2 MR. CLARK: Okay. So as soon as you come
3 under the bridge, this is the very first thing that
4 you'll see on the left and I think it will be a pretty
5 dramatic piece of architecture.

6 MR. REIM: So how do you all you all see
7 that auditorium being used by the public and how would
8 it be shared between the community and Centene?

9 MR. CLARK: So we would very much see it
10 as a shared facility. So I think that Mr. Neidorff has
11 talked to members of the council and other political
12 leaders in the community for a long time about this
13 idea.

14 We believe that it's first and foremost a
15 corporate auditorium but a 1,000 auditorium is a lot of
16 seats for a facility and Mr. Neidorff is committed to
17 expanding the uses of this facility, so that they could
18 do even a small off Broadway show there.

19 You could do symphonies but the majority
20 of the programming for an event like this, in reality,
21 is usually smaller kind of quartets, jazz quartets but,
22 you know, if it's programmed properly, the venue could
23 easily handle between 150 and 200 events a year. So it
24 would be, you know, lots of use and to the point, if I
25 may comment about the pedestrian, you know, what causes

1 -- you know, we work and we have projects in 27 cities
2 in North America right now and what makes a city like
3 this really work is density and so when you talk about
4 foot traffic and you talk about these garages and
5 people pulling in these garages and then going to their
6 workplace or their respective workplace, the young man
7 that spoke earlier, I think he said he was employed at
8 Centene.

9 You know, kids today, when they come out
10 of school, they want a vibrant place, where they can go
11 work and by the way, these jobs are pretty high paying
12 jobs. These are -- this is not a call center.

13 The seeds that we used for our traffic
14 study is the correct number of seeds. There's no
15 premonition of future other seeds or other -- so I want
16 to dispel that but these \$73,000 jobs are people who
17 can afford to go buy dinner.

18 They are people who can afford to walk up
19 and down Forsyth and so what really happens in a
20 development like this, when you create this kind of
21 density and you bring 5,000 into your community,
22 because these people do get out on the street and they
23 do walk up and down the street and so it's not
24 residents that cause street activity. If you have 100
25 residents across here or if you have 120 residential

1 units that we're adding on Carondelet, that's not
2 enough to pick up the street traffic to support a
3 restaurant. That's why restaurants were struggling and
4 why we think that retail at the base of our current
5 parking garage is doing so extremely well.

6 The proprietor there told me he's hired
7 250 people, Niche, since he opened that restaurant
8 there and he thinks that's the highest grossing retail
9 block in Clayton right now.

10 That's dramatic and so that's, I think
11 that's the answer. There is, there is a pedestrian
12 core for Centene employees and I may not have done a
13 terrific job of explaining that but above grade at
14 their cafeteria level, there will be a bridge that goes
15 across Hanley.

16 And then there's a connector to the
17 garages that we're proposing, that would connect where
18 the Wellbridge garage is, the future garage and then
19 people would eventually gain access to the street down
20 here, through some kind of what I think will be a
21 pretty nice hub of activity and then we've created
22 these two plazas, so people will make their way across
23 the street here and I also would point out that in the
24 daytime, we're planning access directly from this hotel
25 area, through the project to MetroLink, so another

1 really strong pedestrian connection and then -- I
2 didn't know if that answered all of the questions but I
3 really think that, you know, we are listening to the
4 neighbors about the metal and Mr. Sauer, I respect
5 that, those comments.

6 I think our architecture does something
7 that's really important and I should point out that
8 when you look at the Centene building, the building
9 isn't in your face. The building's glass reflects
10 pretty nicely the gray hues, the blue sky but it's not
11 like a here I am, I'm jumping out at you building.

12 The fact is that it reflects the
13 community. It reflects the other buildings in a pretty
14 nice light and the intent is for all of these buildings
15 to feel like the skyline and reflect what's outside of
16 it as much as what's happening inside it, so I just
17 think that's an important distinction for the
18 architecture.

19 MS. BOULTON: The pedestrian, what you
20 were talking about, is that an internal for your
21 employees, an internal pedestrian?

22 MR. CLARK: All of the tenants that have
23 access to the building would have access to the
24 internal corridors. We think the vast majority of
25 those users, according to the parking and traffic

1 consultant would actually use the street and we would
2 generally only see people going from Tower 1 to the
3 tower of Tract 3 site, to go to the auditorium. In
4 other words, most of the people would park -- for the
5 individual building, you know, for the first building
6 in the garage where Wellbridge is currently and in the
7 podium, I had a slide on that I showed.

8 And then we actually think that it's a
9 good thing that not all of our parking is in Tract 3,
10 where the hotel and the other office building users
11 are, because we want these people to go from this
12 parking garage and get out on the street and get down
13 here.

14 And I'll also just say one other thing I
15 think is really important. I must have not done a very
16 good job in my presentation on the retail but we're
17 going to have -- this isn't just a parking garage.

18 We have 120 residential units in this
19 building. I think that's comparable, if not larger
20 than the size of the Crescent residents, in terms of
21 the numbers and we have 48,000 square feet of retail
22 space in this building. That's a lot of retail space.
23 That's more retail space than --

24 MS. BOULTON: One more -- I just want make
25 sure we understand this. Someone could walk from your

1 current building, through all of your buildings to the
2 end of Carondelet, Carondelet and Jackson, without
3 leaving the buildings? Is that what I understand, that
4 there's internal --

5 MR. CLARK: I am going to try to find the
6 slide that puts -- it might be better to -- I did have
7 a slide. I think it's way, way back and I might not be
8 competent enough to find it, so I --

9 THE CHAIRMAN: While you are looking, Bob,
10 I think the question that we're getting at --

11 MR. CLARK: Here.

12 THE CHAIRMAN: -- would be the internal,
13 above-grade walkway, is the bulk of the people, the
14 density, not the buildings but the density of people
15 that will be developed here will be above the street
16 level. How do we capture that density of people on
17 Forsyth?

18 MR. CLARK: By having a vibrant retail
19 center and retail users that have \$73,000 a year job
20 people, who can afford to go down and eat there and
21 shop there.

22 THE CHAIRMAN: In lieu of eating within
23 the internal --

24 MR. CLARK: We have, we do have cafeteria
25 facilities but all of our internal studies show that

1 all of those people leave the building, at some point,
2 to go eat lunch. They don't eat lunch every day at
3 our cafeteria and we can provide real support for those
4 numbers.

5 MS. BOULTON: You do have -- you studied
6 them?

7 MR. CLARK: Absolutely, because we have a
8 capacity study for our cafeteria and our plan is to add
9 another facility, because our facility is popular but
10 it can't support the number of people that we have in
11 the building, at all. I go to the building almost
12 every day, the last few months and I see a lot of foot
13 traffic at lunchtime.

14 MS. BOULTON: When you say 48,000 square
15 feet of retail space, I thought only -- and maybe I
16 misunderstood, 40,000 of that is going to replace
17 Wellbridge?

18 MR. CLARK: Wellbridge, that's right.

19 MS. BOULTON: So they'll just be an
20 additional 8,000 square feet?

21 MR. CLARK: Well, no. We're going to add
22 retail where Wellbridge is too, though.

23 MS. BOULTON: Okay.

24 MR. CLARK: So the 48 was just in the east
25 garage.

1 MS. BOULTON: Okay.

2 MR. CLARK: And, you know, they have over
3 3,000 members, Wellbridge does so, you know, their
4 intent is to grow their business and so these are other
5 users.

6 Hopefully, they come and they work out and
7 they go to retail shows and they eat -- this is the
8 slide that shows the connection to the west garage, we
9 call it, to the office tower.

10 And then this is the garage over to the
11 east, which would be where people would go and connect
12 to the office space over here. So over half of all of
13 the people in this tower would have to walk from this
14 garage -- actually, I think almost this entire garage
15 is built to support this, both the auditorium and the
16 office space over there.

17 So there is a connector. To answer your
18 question, there is a, there's currently a connector
19 from these buildings here to the tower. You do have to
20 go outside at some point and then here, we would do a
21 bridge connector that I showed and then there would be
22 a connection through this building to this garage and
23 then there would be a connector to these garages.

24 THE CHAIRMAN: Given our marvelous
25 climate, where we are sultry in the summer and quite

1 often, freezing in the winter, won't that be an easy
2 out for people to avoid the street?

3 MS. CLARK: You know, people, as a natural
4 kind of tendency, like to get outside at some point,
5 especially when they're working really hard. So we
6 think it's important, from a security standpoint but
7 our study only shows that about 30 percent of our
8 people will use these internal corridors on a normal
9 basis.

10 And again, they wouldn't really use this
11 connector unless the people in this building were going
12 to an event in this building or the people were going
13 from this building to this building.

14 So during the day, we really do envision
15 that 60 to 70 percent of the people will be on the
16 ground, out on the sidewalk. That's what the study has
17 told us. Not just our study but the outside,
18 independent study.

19 THE CHAIRMAN: Had you considered possibly
20 turning it inside out, where that corridor is at
21 Forsyth, so even the internal Centene people could be
22 seen from the street and it could be much closer to
23 where the --

24 MR. CLARK: It's something that we --

25 THE CHAIRMAN: -- action would be?

1 MR. CLARK: -- should study. That's
2 something -- we haven't. I really didn't but I think
3 it's very worth studying something like that.

4 THE CHAIRMAN: Ron, I'm sorry if I --

5 MR. REIM: That's okay. All good
6 questions. So I'm going to come back to the subject of
7 traffic, because I got stuck in the Hanley traffic on
8 the way here today.

9 And I'm not sure what we know -- amongst
10 this group here, I know we have had many conversations
11 about Hanley traffic, what to do about Hanley traffic,
12 what are the sort of, long-term fixes for it and short
13 of widening Hanley to move our cars through there, what
14 do you think about the amount of vehicles that will end
15 up likely getting onto Hanley, to exit to get down to
16 40/64, which is pretty widely shot for most people to
17 get out of Clayton?

18 MR. CLARK: So they have a pretty strong
19 prediction models. I think the idea of having an
20 alternative traffic engineer involved in the process is
21 a great idea.

22 I have a lot of respect for the consultant
23 that the Crescent and others have hired and I think
24 they are going to add value by telling us things that
25 we haven't thought of and we are going to find good

1 solutions to that but what's remarkable about the study
2 so far is that it's nothing remarkable, you know, that
3 can't be solved.

4 You know, with solutions like
5 synchronizing lights, it's incredible what you can do
6 to traffic by just getting your lights coordinated and
7 it's not an easy thing to do and it's not an
8 inexpensive thing to do, so it's a pretty big
9 infrastructure investment, to make that work properly.

10 And I think that our study is going to
11 show that adding these additional signals, adding the
12 synchronization to -- we're not going to solve the
13 problem, for sure but I think the problem will be
14 better when we're done than it is today. I mean, it's
15 problematic now.

16 MR. REIM: It is.

17 MR. CLARK: It's problematic.

18 MS. BOULTON: In the traffic study, they
19 spoke about trying to track the incentives and I know
20 Washington University has done amazing things with
21 incentives for their employees and students. Is that
22 part of your --

23 MR. CLARK: So it is, because while it
24 isn't in this current plan, it's definitely what we
25 anticipate in the future, of being able to reduce our

1 parking load. We obviously don't want to invest the
2 money in parking that we don't need. It would be a
3 disaster for us and it might be my last project for Mr.
4 Neidorff.

5 But I think what's going to happen is we
6 are going to reach a point in our project, where we
7 have realtime evidence that some of these
8 transportation management tools that we could use, like
9 parking passes -- maybe we help subsidize the cost of
10 these Metro passes. Maybe we do flex times for the
11 employees.

12 You know, those are all business decisions
13 that I can't make for Centene but I know that they're
14 -- obviously want to have the best positive outcome for
15 their own people, you know, if not for the community
16 and of course, they care about the community, but they
17 also don't want to have people who are not satisfied
18 with their job, because they are stuck in traffic,
19 getting away from their office space.

20 So we're looking at the project from a
21 global standpoint and are trying to address those
22 issues, honestly for ourselves. I believe that by the
23 time we get to Tract 4, we'll be able to reduce the
24 number of parking spots that we need, using these
25 transportation management tools.

1 MS. BOULTON: Is the traffic engineer
2 here? Is our traffic consultant here?

3 MR. CLARK: He's in jail. He was
4 loitering. The fire department let him come in.

5 MR. YANAMANAMANDA: Good evening, Mr.
6 Chairman and Planning Commission members.

7 MS. BOULTON: I was hoping you would get
8 into a little bit more content of the daily trips, how
9 that is in context with what the existing conditions
10 are?

11 MR. YANAMANAMANDA: Yes. So if you look
12 at our report, again, this is all based on the plans
13 that were submitted on July 18th. So I just want to
14 make sure that this does not reflect any changing
15 information.

16 So based on the plans that were submitted
17 on July 18th, we are showing total new development
18 trips of about 19,000. So that's -- when you take
19 everything into account and look at the entire thing.

20 So to put in context, if you look at CBD,
21 based on some of the data that we have, the total
22 volume that crosses the CBD boundary is about 120,000,
23 120,000. So I think -- one of the things that we
24 looked at, is we looked at several points of data, to
25 see how this compares. We looked at the peak hours.

1 We looked at the daily trips. We looked at approximate
2 number of employees, based on square footage. So based
3 on the numbers that we have, we are anywhere between 15
4 to 20 percent.

5 So that's the number that we have and we
6 did spend quite a bit of time on, you know, the context
7 and how it flows and we have done quite a bit of work
8 in the CBD and a number that I always refer to as the
9 number of jobs in CBD is anywhere between and 35 and
10 40,000 people.

11 So that's the number of people that are
12 coming in and going out of Clayton. And when we look
13 at the highest peak hour volume, the traffic that's
14 coming in and going out of the CBD, it's about 13,000
15 vehicles during the peak hour, so if you're -- 13, 1-3,
16 13,000 vehicles, let's say between 4:30 and 5:30 in the
17 evening.

18 As a point of comparison, we're predicting
19 that it's -- with the plan that's on the table right
20 now, it's about 2,200. So again, that fits within that
21 15 to 20 percent number.

22 One thing that we did spend quite a bit of
23 time is -- I know somebody commented about the 10
24 percent reduction, so we are assuming that, you know,
25 when you add everything up, transit, common trips,

1 people that may live and walk, it's a 10 percent. My
2 opinion, it's a very conservative number but it could
3 be higher, because when you think about 40,000 people
4 creating 13,000 trips in the peak hour, our trip ratios
5 are a little higher and that's always true.

6 Traffic studies, my opinion, traffic
7 studies are always conservative in nature. So we're
8 trying to make sure that we capture the worst case
9 scenario.

10 MS. BOULTON: Thank you.

11 THE CHAIRMAN: While you're there, I think
12 I now understand the 2,000 plus peak hour and the
13 13,000 total movement but do you -- can you quantify
14 where traffic problems will be, not just in the
15 immediate vicinity of the Centene Campus but what will
16 happen to the roadways, Forest Park Parkway, Forsyth
17 Boulevard going east, Hanley Road going north, even
18 Jackson Avenue going north, all of the streets that
19 radiate out in an octagonal pattern, are we going to
20 see backups elsewhere, that might be outside the City
21 of Clayton, that will have to be remedied by some
22 jurisdiction?

23 MR. YANAMANAMANDA: Let me answer your
24 question this way. The document that we produced is
25 more or less by the book, right? So I know

1 anecdotally, when people talk about traffic, they're
2 talking about backups, they're talking queuing but we
3 kind of go by the book here and the number that we
4 always refer to as the measure of effectiveness that we
5 refer to is level of service, right?

6 So they are graded, every intersection is
7 graded A to F. An active level of service for an
8 organized area like Clayton has always been level of
9 service D, D for dog for intersection.

10 So when we look at a study like this and
11 you know, when we are trying to -- really, what we are
12 trying to identify through our process is where we can
13 foresee issues and what can be done to mitigate those
14 issues and one of -- as we were going through this
15 process, one of the things that we found out was that
16 the plans that were submitted didn't really work for
17 Tract 3.

18 There was just one point of access, so
19 that was one of our recommendations is that what's on
20 the table isn't really working and Chairman, to answer
21 your question, at the beginning of this project, we sat
22 down with the City staff and established a scope, an
23 extent of the area that we are looking at, so
24 essentially, we are looking at every arterial and every
25 signalized intersection that's surrounding this

1 development. Now if it is the opinion of the staff
2 that we need to expand it and look at freeway segments,
3 we can. We do have some of the base data that's
4 available. We can definitely evaluate that but at this
5 point, we are limited with the area shown on this
6 picture.

7 THE CHAIRMAN: Well, I certainly respect
8 your professional opinion. I'm just, as someone who
9 drives, I've noticed many chokepoints, more in the
10 afternoon than in the morning hours but that's
11 certainly, you know, conjecture on my part. The --
12 were there any other comments or questions for the
13 traffic engineer?

14 MS. BOULTON: Just one more clarification.
15 When you said a trip to work, is that equal to two
16 daily trips, the chart on page nineteen, when you
17 talked about a trip to work, that would be counted as
18 two daily trips?

19 MR. YANAMANAMANDA: Okay. A trip is
20 directional by nature, so if you leave home, go to
21 work, leave work, go back home, it is counted as two
22 trips.

23 THE CHAIRMAN: Also, you mentioned level
24 of service and in reading, I understood when some of
25 the service was A, B, C and D but a couple of them

1 dropped down to F and could you comment on that?

2 MR. YANAMANAMANDA: Okay. So if you look
3 at the tables, what we are showing here is we are
4 showing level of service for --

5 MS. BOULTON: What page?

6 MR. YANAMANAMANDA: I'm just looking at
7 page, for example, page 15. So what we are showing
8 here is we are showing level of service for the overall
9 intersection but we also want to make sure we show
10 level of service for every approach.

11 Again, I view our role as putting out all
12 of the data in front of you, right? So we want to be
13 -- we want to give you as much data as we can, so you
14 can make an informed decision.

15 So we do go into the details and list out
16 level of service for each and every approach. Now,
17 like I said, what we are looking at is level of service
18 B or barrel, for the overall intersection.

19 We do try to, as much as we can, when we
20 program these intersections, try to make sure that each
21 and every approach also has B or barrel but in some
22 cases, it just gets tricky, for example and, Hanley and
23 a cross street. What we are trying to do is we are
24 trying to prioritize Hanley more than the cross street.
25 So you have Hanley and Forsyth, we are trying to make

1 sure that we can have traffic flow on Hanley. If it
2 means that we're sacrificing a little on Forsyth, it is
3 done. So in the grand scheme of things, the emphasis
4 occasionally shifts to making sure that your major
5 thoroughfares are flowing, although there is an effort
6 to make sure that everything else would be D or better,
7 it happens once in a while that you could end up with a
8 side street that's E or F.

9 THE CHAIRMAN: It always seems like water
10 seeks its own level and it seems like traffic does the
11 same thing. If there's congestion in one area, the
12 driver will -- because we don't have autonomous cars
13 yet, the driver will make the decision and find out the
14 less congested route.

15 MR. YANAMANAMANDA: Sure. I agree.

16 THE CHAIRMAN: Any other traffic issues
17 right now? No?

18 MS. BOULTON: No.

19 THE CHAIRMAN: Thank you.

20 MR. YANAMANAMANDA: Thank you.

21 THE CHAIRMAN: Ron, did you have one?

22 MR. REIM: Not in this second. I will
23 probably have more. I have one more question for Bob,
24 I think. You know, it lists the downtown Clayton area
25 as a 90 from a walkability pedestrian rating, which is

1 one of those things that we love, because it makes
2 Clayton a great place. Do you know, when we're
3 finished with your development, if we'd be at that
4 level or higher still, after they've completed all of
5 these things, based on the criteria that you used to
6 calculate that?

7 MR. CLARK: I would be making up the
8 answer, so I'm not going to -- I will save that for
9 another meeting --

10 MR. REIM: Okay.

11 MR. CLARK: -- and we'll get back to you
12 but I mean, my impression is that we have to be more
13 positive, it has to be a net positive. Sure. We
14 believe that.

15 We spent a lot of time on the pedestrian
16 experience and we're going to spend more time on that
17 in the upcoming meetings and particularly addressing
18 some of these issues on Forsyth, about the garages
19 looking like metal whatever.

20 And I do think there's a big impact,
21 psychologically and socially to softening the
22 architecture to a more residential, more multiple
23 building kind of feel, for when you come down what is
24 really a, kind of a thoroughfare into the CBD from
25 Forest Park, when you come west onto Forsyth.

1 THE CHAIRMAN: Having been involved,
2 several years ago in the Master Plan study and I
3 realize the potential value of the Transit Oriented
4 District that much of this site is in, I'm going to
5 make a heretical statement, unfortunately but before we
6 started this, I always envisioned going, seeing the
7 tall structure in Subdistrict 1 at the absolute corner
8 of Hanley and Forsyth.

9 In other words, a bookend to the current
10 Centene, as probably a very strong statement of where
11 our City is. I think moving it to the south, really is
12 a weaker solution, from an urban planning point of
13 view, even though keeping it at the corner goes against
14 what we have set up in the TOD.

15 So you can see where I am going, that I
16 think it would be stronger to strengthen that
17 intersection of Hanley and Forsyth but I understand
18 under the current regulations, we cannot do that.

19 MR. CLARK: I would also just offer this,
20 while I don't want to disagree with the Chairman but I
21 do want to say that, you know, I think you know it's an
22 opinion, you know, all opinions are kind of out there
23 but you know, first of all, the time I presented the
24 project where the Crescent is, you know, I presented a
25 project there, which would have been a much taller

1 building. I always really believe that the roundabout
2 deserved and wanted, you know, tall buildings. That's
3 what was in the Master Plan. That's kind of what the
4 original people envisioned, that were in the early
5 Master Planning studies and that sort of thing.

6 We met with them and there was a very
7 strong message to us, that Forsyth was going to be
8 transitional and that while, you know, people might
9 want to think that the tower should go on the corner, I
10 think if you could imagine, you know, four tall
11 buildings, so you've got Pierre Laclede and then you
12 have our tower and then you have another tower group,
13 as opposed to transitioning to the south, where
14 eventually, I believe another residential building will
15 probably be built where the car wash is and it deserves
16 a fairly tall site.

17 I mean, I hope that the plan is followed
18 and that's where a really nice, tall residential
19 building could end up, where the car wash is and so
20 while some people may think tall buildings would be
21 good here, even the TOD says tall buildings, high
22 density buildings along Forsyth to the east of Lyle, I
23 think the neighbors to the north will be very strong
24 opponents of any kind of plan like that and I agree
25 with them. I think the buildings on Forsyth on the

1 south side, at 90 feet are totally appropriate. I
2 think they got it right when they did the zoning,
3 because you have got these tall buildings circling
4 Carondelet.

5 Then you have this transition and then I
6 really believe you have two types of zoning on the
7 north side. I promise I'll never be in front of this
8 board asking for any kind of zoning on the north side
9 of Forsyth.

10 But on the north side of Forsyth, you've
11 got two kinds of zoning or maybe even three but
12 definitely transitional down to the residential and so
13 it just makes sense that you've got this glide slope
14 from the tall buildings of Carondelet down to the
15 residents to the north and I think, I think that's
16 appropriate, personally, because of -- the shadows are
17 going to the north, not to the south.

18 THE CHAIRMAN: And even with my previous
19 statement, I agree with you about stepping down as we
20 go north. I think that's the proper thing to do, so
21 I'm just having a little conflict in my own mind about
22 that massing there.

23 MR. CLARK: That happens to me all of the
24 time.

25 THE CHAIRMAN: I won't go there but if we

1 could stick with the density, again we've had some
2 comments on it. The tower itself seems to be very high
3 and placed, partially driven by the parking and I don't
4 think we are looking at the Wellbridge site tonight in
5 depth, because that had just been submitted.

6 But you made the comment that the
7 Subdistrict 1 garage would be only two levels below
8 grade in lieu of the four previously projected.

9 But if we are to see additional parking
10 along, garages along Forsyth, would you consider having
11 more underground parking, so we could lower the massing
12 of the garages as well as the massing of Tower 1 and
13 I'm throwing that out --

14 MR. CLARK: Yeah.

15 THE CHAIRMAN: -- not for an answer but --

16 MR. CLARK: I think --

17 THE CHAIRMAN: -- if it is at all
18 possible.

19 MR. CLARK: -- it's a consideration. I
20 think, you know, everything is still on paper and the
21 purpose of these meetings is to study issues and
22 comments like that and you know, we were in the early
23 stages. I said earlier, you know, we're in the STD
24 process now and we, you know, intend to take as long as
25 this process takes to get through the -- to get to the

1 right answer, so --

2 THE CHAIRMAN: Well, we appreciate that
3 and we see it the same way. I think many of us see
4 parking garages as the necessary evil but they truly
5 are not inhabited space. They are just a servant
6 space, so that's why I throw that out.

7 We'd certainly like to see the parking
8 feel a little more respectful for the areas and I think
9 if we could go lower, we might be able to create a
10 little better environment for the immediate context.

11 MR. CLARK: Okay.

12 MR. REIM: This is kind of a related
13 question. Do we know how the parking at the current
14 Centene garage, is being used and consumed and what
15 its, sort of, general occupancy load is?

16 MR. CLARK: It's full. So we have about
17 1,600 cars in that garage. We have -- I'm going to go
18 from memory, so don't quote me on this but I think we
19 have about 270 parking spots in the garage that's on
20 the west of the original headquarter building.

21 I think there's 170 or something below the
22 100,000 square foot original building at 7711, so we
23 have, you know, 400 or 500 spots on Carondelet and then
24 we have 1,600 spaces that face Forsyth and we use all
25 of them. We basically have about 200 empty spots a

1 day, with the exception that we did do some reserved
2 parking in that garage, which is not always full and
3 our intention is not to do that again, necessarily.

4 The only other thing I want to point out,
5 since we have talked about the existing garage is how
6 without a signal, that garage flows in and out
7 extremely well.

8 I use the garage a lot, a couple of times
9 a week in the morning and the evening and it amazes me
10 at 5:15 or 5:30, without a signal, how fast that garage
11 empties out in the peak hour.

12 MS. BOULTON: And how big did you say that
13 garage was? I'm sorry.

14 MR. CLARK: Sixteen hundred cars.

15 MS. BOULTON: Sixteen, one, six, zero,
16 zero?

17 MR. CLARK: Yes, 1,600, so it's a
18 comparable height and comparable size of what we
19 believe we need, to service the buildings and the real
20 study would be do we want to have, you know, smaller
21 buildings and less buildings and less jobs and less
22 people? Because that would be the result of reducing
23 the size of the parking. The parking is directly a
24 derivative of the demand in our buildings.

25 THE CHAIRMAN: Well, we're not -- I think

1 we're certainly supportive of Centene as a strong
2 corporate client and we'd like to make it work for all
3 of the entities involved. We're not suggesting, in any
4 way, that we cut back the number of employees. I want
5 to make sure that --

6 MR. CLARK: We are just looking at
7 creative solutions and that's what we're here to
8 discuss.

9 MS. BOULTON: I think that your current
10 garage is very vibrant.

11 MR. CLARK: It's what?

12 MS. BOULTON: Your current garage is very
13 vibrant for a garage space with the retail in front of
14 it. I love the Wind Veil, one of my favorite art
15 pieces, so I do think the creative work, it can be --
16 it can accomplish both.

17 THE CHAIRMAN: Right. I agree with
18 Joanne, in that the current garage on Forsyth really
19 does benefit from a massing of office space around it
20 and directly across the street in the two Pierre
21 Laclede Center buildings.

22 But we have currently a slightly different
23 condition of the proposed garages to the east of Hanley
24 Road, because there will not be currently and we don't
25 know what will go on, on the north side of Forsyth but

1 it's very, very low density. There's very few people
2 coming out of it.

3 MR. CLARK: Well, do you mean where we're
4 going to build Wellbridge?

5 THE CHAIRMAN: No. I'm saying that --

6 MR. CLARK: Across the street?

7 THE CHAIRMAN: Right.

8 MR. CLARK: Yeah, yeah.

9 THE CHAIRMAN: To the east of Hanley will
10 not benefit, parallel to the garage retail that is west
11 of Hanley because the density west of Hanley is much
12 greater than it is east of Hanley.

13 MR. CLARK: Well again, I just --

14 THE CHAIRMAN: We don't know what's
15 coming.

16 MR. CLARK: -- I just -- I guess what I'm
17 saying is the overall density of a project like this
18 and the fact that many people will use rapid transit to
19 get to the auditorium, as an example.

20 I mean, it is going to be a more vibrant
21 area and density, again, is what causes foot traffic
22 and that foot traffic is what is going to cause
23 retailers to really start noticing the rest of the
24 blocks around us and because you have a strong Master
25 Plan and hopefully it'll be followed, you know, there'd

1 be a rigid process, just like there is for us, so --

2 THE CHAIRMAN: Any comment, Scott?

3 MR. WILSON: Yes. I like it. I have
4 waited all night to say I like it. I don't want to
5 take up a lot of time. I'm in the same business as Bob
6 and I can --

7 MR. CLARK: My competitor is going to go.
8 That scares me.

9 MR. WILSON: I mean, if I stand back far
10 enough and look at this project, I see it as a great
11 benefit for the whole community, not just Clayton but
12 for St. Louis, because I always think of my community
13 as St. Louis.

14 I understand people in the room have
15 issues with sight lines and issues with traffic but I
16 think Centene and Clayco have every intention of
17 resolving those.

18 Now, not that everybody is going to be 100
19 percent happy but when I look at a project like this, I
20 think of Denver, Nashville, Memphis, Chicago,
21 Minneapolis, Birmingham, Indianapolis.

22 Those towns are kicking ass. If you
23 haven't noticed, we're not and this is -- how inspired
24 these guys are, to bring this project to our community.
25 So, I mean, I can stand back from it far enough to say

1 that I am not conflicted and again, I trust that these
2 developers and Centene will take every step that they
3 can, to satisfy as many people as possible. One
4 question, two questions. Tract 4, is that after 2020
5 or is that also --

6 MR. CLARK: Yeah.

7 MR. WILSON: That's after 2020, so --

8 MR. CLARK: Yeah. We could not --

9 MR. WILSON: -- there's a chance --

10 MR. CLARK: Yeah. We could not move the
11 people out of that building, until we have the new
12 buildings. That building is fully occupied.

13 MR. WILSON: Okay.

14 MR. CLARK: So that's -- the phasing is
15 kind of a domino effect.

16 MR. WILSON: On the parking, if
17 self-driving cars become such a big deal in 50 years,
18 can you even consider alternative uses for all of this
19 garage space?

20 MR. CLARK: Yeah. I do think you can. I
21 think we've asked the design team and I think we have
22 some of the best, to consider how would we -- if we
23 made the north face of the garage look like
24 residential, can we make it into residential?

25 MR. REIM: Could it be converted at some

1 point?

2 MR. CLARK: Sure. I mean, they're doing
3 it in Chicago right now. They're converting everything
4 to residential downtown. If we design it properly now,
5 it's not going to be very difficult to do.

6 And as I said before, I don't know how
7 many people are aware of it, when we built the Plaza, I
8 think we had -- I think, I can't remember but I think
9 we built eight or nine hundred cars in that garage.
10 That garage goes down and it goes up, five or six
11 levels.

12 And Husch, I think four or five years ago,
13 converted the top level of the parking garage to office
14 space. So it absolutely can be done. And that garage
15 wasn't designed for it, so they had to probably spend
16 more money than they would, if we're creative and we do
17 a good job.

18 I mean, you know, Centene doesn't want to
19 build parking, if they don't have to have it, because
20 it's expensive. So it's more of a deterrent to them
21 than anyone. So we are trying to find creative
22 solutions.

23 THE CHAIRMAN: Well, we certainly have
24 welcomed Centene in the past. We want to work with the
25 entire team to make this work for, not only for Centene

1 and Clayco but for the entire City as we go forward. I
2 think Scott summed it up pretty well, that it can be a
3 world-class solution and something that the St. Louis
4 region certainly needs.

5 We're very lucky that they'd like to
6 remain and grow right here in Clayton. I think,
7 hopefully, we've given some constructive criticism for
8 thought and we're not going to close the public
9 hearing. We're going to continue it to the future, so
10 that it will be one continuous record.

11 MR. CLARK: Okay. Well --

12 THE CHAIRMAN: And are there any other
13 comments?

14 MR. REIM: I would just like to say, Bob,
15 I appreciate the fact that you did a concise
16 presentation this evening and that this feels
17 cooperative and collaborative, as opposed to
18 adversarial, which is very appreciated by this group.

19 MR. CLARK: Well and I hope the community
20 finds it to be an honest process from us as well. We
21 think there's been some misrepresentations in the
22 community. You know, we're very aware of that.

23 We think this project deserves nothing
24 less than at least honesty from every side of the coin
25 and so our intention is to be transparent. We've been

1 -- being transparent. We'll never keep anything from
2 the public that we know about and we want to separate
3 fact from fiction because it's too important of a
4 project to every stakeholder to not get it right, so
5 thank you.

6 MS. BOULTON: I just want to thank you for
7 all of the public engagement that you've done. It's
8 been very phenomenal and I appreciate it from the
9 aldermanic line.

10 MR. CLARK: Thank you. I think I made
11 some new friends. Maybe not, too. Okay. Thank you.
12 Is that it?

13 THE CHAIRMAN: Staff, any final words
14 tonight? Craig?

15 MR. OWENS: I just, make comment about the
16 facilities and a lot of the people that I wish should
17 have heard it aren't here for that but obviously, we
18 did not estimate that there would be almost double the
19 interest in attending this.

20 And in future, we will definitely plan
21 better, find another venue, if we can, to try and make
22 it a more active process, have more people participate.
23 This will be posted. It is being recorded and we'll
24 post it out online so anybody that you -- any of your
25 neighbors that were here to speak and didn't have a

1 chance to, let them know that there will be other
2 meetings and opportunities to do that and we will have
3 all of this videotaped and posted up on the website
4 tomorrow.

5 So -- and there also is a transcript being
6 made and so we're trying to account for it after the
7 fact but in the future, we'll definitely have better
8 facilities available, so that everybody can
9 participate.

10 THE CHAIRMAN: Thank you and with that,
11 it's 8:30. We appreciate everybody's three hours and
12 we will continue the public hearing to a future date.
13 Thank you everyone.

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1 STATE OF MISSOURI)

2 COUNTY OF ST. LOUIS)

3 I, Sara E. Tom, a Certified Court Reporter
4 within and for the State of Missouri, do certify that
5 pursuant to Notice, a meeting was held at the Clayton
6 City Hall, Second Floor Council Chambers, 10 North
7 Bemiston Avenue, in the City of Clayton, State of
8 Missouri, commencing at 5:30 in the evening of that
9 day; that all proceedings which then transpired was
10 reduced to voice writing by me on the day, between the
11 hours, at the place and in that behalf first aforesaid,
12 and later transcribed into typewriting and that the
13 foregoing 133 pages are a true and accurate transcript
14 of the record of the aforementioned meeting.

15 IN WITNESS WHEREOF, I have hereunto set my hand
16 this 7th day of August, A.D., 2016.

17
18
19 _____
20 SARA E. TOM CCR #1234
21 Certified Court Reporter within
22 and for the State of Missouri
23
24
25